



U.S. Department  
of Homeland Security  
**United States  
Coast Guard**

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## LOCAL NOTICE TO MARINERS

**District: 5**

**Week: 03/09**

Coastal Waters from Shrewsbury River, New Jersey to Little River, South Carolina

The Local Notice to Mariners contains all information relevant to the waterways within the Fifth Coast Guard District and is updated each Tuesday on the U.S. Coast Guard Navigation Center website at [www.navcen.uscg.gov/lnm/d5](http://www.navcen.uscg.gov/lnm/d5). If you have questions about the LNM, please contact:

COMMANDER, FIFTH COAST GUARD DISTRICT (dpw)  
431 Crawford Street, Portsmouth, Virginia 23704  
Telephone (Day) : (757) 398-6486/6552

### AIDS TO NAVIGATION DISCREPANCY REPORTING

To report any Aids to Navigation discrepancies (missing, damaged, extinguished lights, off station), shoaling or hazards to navigation, discrepancies to bridge lighting, please contact the following 24 hour numbers:

1. For PA, NJ, DE waters, coastal and tributaries contact COGARD SECTOR DELAWARE BAY at (215) 271-4940.
2. For MD, DE in the Upper Chesapeake Bay and tributaries contact COGARD SECTOR BALTIMORE at (410) 576-2521.
3. For VA in Lower Chesapeake Bay below Smith Point Light and tributaries and VA, MD Eastern Shore Bay and coastal contact COGARD SECTOR HAMPTON ROADS at (757) 483-8567.
4. For NC waters, coastal and tributaries contact COGARD SECTOR NORTH CAROLINA at (252) 247-4570.

### REFERENCES

Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2007 EDITION  
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA (41st) Edition  
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL (40 th) Edition  
All bearings are in degrees TRUE - All times are in Local Time inless otherwise noted.

### NAVIGATIONAL INTERNET SITES

#### CHART CORRECTION

<http://chartmaker.ncd.noaa.gov> and <http://www.maptech.com>

#### 2007 Light List/ Summary of Corrections

<http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>

#### Coast Pilot Corrections

<http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>

#### D5 LNM on Internet/Archived Back Issues for 2007/2008

<http://www.navcen.uscg.gov/lnm/d5>

#### Chesapeake Bay Weather Buoys

<http://www.cbos.org/client.cgi>

#### NOAA Weather Buoy Sites

<http://seaboard.ndbc.noaa.gov/Maps/wrldmap.shtml>

#### Tides on Line

<http://www.tidesonline.nos.noaa.gov>

#### Tides, Currents, PORTS

<http://www.co-ops.nos.noaa.gov>

#### Weather

<http://www.intellicast.com/>

Fifth Coast Guard District (D5) (dpw) Local Notice to Mariners for correspondence, questions, LNM article requests:  
[william.r.jones@uscg.mil](mailto:william.r.jones@uscg.mil) or at (757) 398-6486

#### BROADCAST NOTICES TO MARINERS

This section contains corrections to federal and private Aids to Navigation, as well as NOS Corrections. Navigation information having been of immediate concern to the Mariner and promulgated by the following Broadcast Notices to Mariners (BMNs) have been incorporated in this notice when still significant at the date of this publication. Texts of active BMNs are viewable at [hppt://www.uscg.mil/d5/waterways/default.asp](http://www.uscg.mil/d5/waterways/default.asp).

CCGD5 (D5)- 002, 005 thru 012-09.

Sector Delaware Bay (DB)- 007, 012, 015, 017-09.

Sector Baltimore (BA)- 001, 006, 007, 010, 012, 014, 016, 019, 020, 022 thru 033-09.

Sector Hampton Roads (HR) - 010, 011, 014, 015, 016, 018, 019, 020, 023 thru 031-09.

Sector North Carolina (NC)- 726-08. 003, 004, 006, 008, 016, 017, 029, 034, 035, 038, 040, 041, 049, 051, 052-09.

#### ABBREVIATIONS

##### A through H

ACOE - Army Corps of Engineers  
ADRIFT - Buoy Adrift  
AICW - Atlantic Intracoastal Waterway  
Al - Alternating  
B - Buoy  
BKW - Breakwater  
bl - Blast  
BNM - Broadcast Notice to Mariner  
bu - Blue  
C - Canadian  
CHAN - Channel  
CGD - Coast Guard District  
C/O - Cut Off  
CONT - Contour  
CRK - Creek  
CONST - Construction  
DBN/Dbn - Daybeacon  
DBD/DAYBD - Dayboard  
DEFAC - Defaced  
DEST - Destroyed  
DISCON - Discontinued  
DMGD/DAMGD - Damaged  
ec - eclipse  
EST - Established Aid  
ev - every  
EVAL - Evaluation  
EXT - Extinguished  
F - Fixed  
fl - flash  
Fl - Flashing  
G - Green  
HAZ - Hazard to Navigation  
HBR - Harbor  
HOR - Horizontal Clearance  
HT - Height

##### I through O

INT - Intensity  
ISL - Islet  
Iso - Isophase  
kHz - Kilohertz  
LAT - Latitude  
LB - Lighted Buoy  
LBB - Lighted Bell Buoy  
LHB - Lighted Horn Buoy  
LGB - Lighted Gong Buoy  
LONG - Longitude  
LNM - Local Notice to Mariners  
LT - Light  
LT CONT - Light Continuous  
LTR - Letter  
LWB - Lighted Whistle Buoy  
LWP - Left Watching Properly  
MHz - Megahertz  
MISS/MSNG - Missing  
Mo - Morse Code  
MSLD - Misleading  
N/C - Not Charted  
NGA - National Geospatial-Intelligence Agency  
NO/NUM - Number  
NOS - National Ocean Service  
NW - Notice Writer  
OBSCU - Obscured  
OBST - Obstruction  
OBSTR - Obstruction  
Oc - Occulting  
ODAS - Anchored Oceanographic Data Buoy

##### P through Z

PRIV - Private Aid  
Q - Quick  
R - Red  
RACON - Radar Transponder Beacon  
Ra ref - Radar reflector  
RBN - Radio Beacon  
REBUILT - Aid Rebuilt  
RECOVERED - Aid Recovered  
RED - Red Buoy  
REFL - Reflective  
RRL - Range Rear Light  
RELIGHTED - Aid Relit  
RELOC - Relocated  
RESET ON STATION - Aid Reset on Station  
RFL - Range Front Light  
RIV - River  
s - seconds  
SEC - Section  
SHL - Shoaling  
si - silent  
SIG - Signal  
SND - Sound  
SPM - Single Point Mooring Buoy  
SS - Sound Signal  
STA - Station  
STRUCT - Structure  
St M - Statute Mile  
TEMP - Temporary Aid Change  
TMK - Topmark  
TRLB - Temporarily Replaced by Lighted Buoy  
TRLT - Temporarily Replaced by Light  
TRUB - Temporarily Replaced by Unlighted Buoy  
W - White  
Y - Yellow

Additional Abbreviations Specific to this LNM Edition: None

#### SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

##### CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecision-s in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not

under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

#### **RULES OF THE ROAD CONCERNING LOOKOUT REQUIREMENTS FOR ALL VESSELS AND RISK OF COLLISION.**

The U.S. Coast Guard is reminding mariners of the importance of maintaining a proper lookout. Rule 5 of the INLAND AND INTERNATIONAL NAVIGATION RULES requires that all vessels maintain a proper lookout at all times by sight and hearing, as well as by all available means appropriate in the prevailing circumstances and conditions, so as to make a full appraisal of the situation and of the risk of collision. Action taken to avoid a collision shall be positive, made in ample time and with due regard to the observance of good seamanship. When a risk of collision exists, all vessels, regardless of whether they are the stand-on vessel or the give-way vessel, must take prompt action to avoid a collision. When in doubt about whether a risk of collision exists, mariners should assume there is risk of collision and act accordingly.

#### **VA - HAMPTON ROADS - ELIZABETH RIVER/SEWELL POINT/WILLOUGHBY BAY -U.S. NAVY RESTRICTED AREAS**

Mariners are reminded that the area in the vicinity of the U.S. Naval Station Norfolk, from the Elizabeth River Channel Lighted Gong Buoy 5 (LLNR 9470) to the Elizabeth River Channel Lighted Buoy 11 (LLNR 9525) and along the south side of Willoughby Bay, is a RESTRICTED AREA. This OFF LIMITS AREA is depicted in the color magenta on the below listed charts. Unauthorized vessels entering this RESTRICTED AREA may encounter USE OF FORCE procedures by patrolling security vessels. Boaters are requested to remain in the marked channel clear of shipping while transiting the Norfolk Harbor Reach. Naval Station Norfolk Security can be contacted via VHF-FM channel 14. Charts: 12245, 12253, 12256 & 12206.

LNM: 43/07

#### **SPECIAL NOTICE - LONG RANGE IDENTIFICATION AND TRACKING OF SHIPS**

On April 29, 2008, the Coast Guard published in the Federal Register Vol. 73, no.83, the final rule that amended 33 Code of Federal Regulations (CFR) Part 169 to implement LRIT requirements in the United States. This rule requires, consistent with international law, certain ships to report identifying and position data electronically and became effective on May 29, 2008. Additionally, it implements an amendment to Chapter V of the International Convention for the Safety of Life at Sea (SOLAS), Regulation 19-1. Additionally, the U.S. Coast Guard will operate the U.S. National Data Center (NDC), located in Martinsburg, West Virginia, which will become operational on December 31, 2008. The U.S. NDC will be responsible for the collection, dissemination and management of all LRIT data submitted by U.S. flagged vessels subject to the LRIT regulations. In addition, the U.S. NDC will collect foreign flagged vessel LRIT information from other data centers based on LRIT entitlements. Furthermore, the U.S. has agreed to operate the International Data Exchange (IDE) on an interim basis from December 31, 2008 until December 31, 2011. During this interim period, the IDE will also be operated by the U.S. Coast Guard in Martinsburg, West Virginia. Beginning January 1, 2009, the U.S. Coast Guard will examine foreign and U.S. flagged vessels subject to the LRIT regulations to determine status of compliance. U.S. flagged vessel operators subject to the regulations may view information on how to comply by following the Domestic Vessels links on the USCG Homeport website at; <http://homeport.uscg.mil>. All U.S. flagged vessel operators subject to the LRIT Regulation are encouraged to visit <http://www.navcen.uscg.gov/lrit/default.htm> to review the latest information regarding LRIT implementation and conformance test scheduling.

LNM: 53/08

#### **CODE OF FEDERAL REGULATIONS -TITLE 33 PART 70 - INTERFERENCE WITH OR DAMAGE TO AIDS TO NAVIGATION**

No person, shall take possession of or make use of for any purpose, or build upon, alter, deface, destroy, move, injure, obstruct by fastening vessels thereto or otherwise, or in any manner whatever impair the usefulness of any aid to navigation established and maintained by the United States.

Recently several offshore NOAA data buoys parted their moorings and became adrift due to excessive strain on the mooring. These navigational data buoys collect valuable on scene weather data for all mariners. These buoys are anchored to the seabed, and some have a watch circle radius of over 1 nautical mile. Once the mooring is parted and the buoy is adrift only certain Coast Guard resources can reset the aid back on its intended station. Coordinating of resources to retrieve the buoy, and place it back on station is time consuming and sometimes take weeks, thus valuable weather information cannot be obtained and relayed to mariners in need of it. Mariners are advised not to interfere with these aids to navigation and report any sightings of vessels tied off to them to the U.S. Coast Guard. Interference with or intentional damage to Aids to Navigation is a misdemeanor and shall be subject to a fine not exceeding the sum of \$500 for each offense (33 CFR 70.01).

### **CHESAPEAKE BAY-REGULATED NAVIGATION AREA (RNA) REQUIREMENTS FOR PORT ENTRY/TRANSIT/DEPARTURE.**

Mariners have been advised that there has been an amendment to the Chesapeake Bay Regulated Navigation Area which requires all vessels 300 gross tons and over, including tug and barge combined, to obtain permission prior to entering, departing, and/or moving within the Regulated Navigation Area. To obtain permission, vessels shall contact the Joint Harbor Operations Center (JHOC) prior to entry or movement via VHF-FH CH 12, alternate 13/16 and relay vessel documentation number, IMO number or VIN for verification. This includes entries from offshore, James River, Chesapeake Bay or Intracoastal Waterway. Alternate JHOC phone numbers are (757) 444-5210/5209. If the JHOC cannot be reached, the Captain of the Port (COTP) Command Duty Officer may be reached at (757) 668-5555.

### **REQUIRED BALLASTWATER MANAGEMENT REPORTS FOR VESSELS OPERATING OUTSIDE THE EEZ**

Mariners are reminded that in accordance with 33 CFR 151.2040, all vessels which carry ballast water, including residual ballast water and sediments, are asked to submit a ballast water management report after operating outside the EEZ at their first port of call in U.S. waters. These reports may be transmitted electronically to <http://invasions.si.edu/ballast.htm>, e-mailed to [ballast@serc.si.edu](mailto:ballast@serc.si.edu), faxed to Commandant, U.S. Coast Guard, c/o the NBIC at 301-261-4319, or mailed to U.S. Coast Guard, c/o Smithsonian Environmental Research Center (SERC), P.O. Box 28, Edgewater, MD. 21037-0028.

### **USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER**

The United States Coast Guard Navigational Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information on GPS, DGPS, and LORAN-C. The NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar (NANU). These notices can also be obtained via e-mail subscription through the USCG Navigation Center website (<http://www.navcen.uscg.gov/gps/status/default.htm>). In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN service. Mariners are encouraged to report all degradation of radio navigation services to the NIS via any of the following: Phone: 703-313-5900, Email: [webmaster@navcen.uscg.mil](mailto:webmaster@navcen.uscg.mil) or on the World Wide Web at <http://www.navcen.uscg.gov>.

### **NAUTICAL CHART UPDATES**

The National Ocean Service (NOS) has moved and expanded the function of its "critcorr" website. The new "Nautical Chart Updates" website allows the mariner to update their nautical charts from one database that includes information from NOS, and NGA Notice to Mariners, the Coast Guard Local Notice to Mariners and the Canadian Coast Guard Notice to Mariners. To access the website and for more information go to: and click on: <http://www.nauticalcharts.noaa.gov>.

### **NATIONAL OCEAN SERVICE (NOS) - CHARTS, PUBLICATIONS, AND TABLES - SALES AGENTS**

Sales agents for Charts and Coast Pilots of the National Ocean Service are located in many U. S. ports and in some foreign ports. A list of authorized sales agents and chart catalogs is available free upon request from National Ocean Service, Distribution Division (N/ACC3), 6501 Lafayette Avenue, Riverdale, Maryland 20737.

### **ATLANTIC SEACOAST - CRITICALLY ENDANGERED RIGHT WHALES – SHIPSTRIKE REDUCTION**

ENDANGERED RIGHT WHALES MAY BE ENCOUNTERED IN OFFSHORE AND COASTAL WATERS. RIGHT WHALES ARE SLOW MOVING AND AT RISK OF SERIOUS INJURY OR DEATH DUE TO COLLISIONS WITH VESSELS. BEGINNING DECEMBER 9, 2008, U.S. LAW (50 CFR 224.105) PROHIBITS OPERATING VESSELS 65 FEET (19.8 M) OR GREATER IN EXCESS OF 10 KNOTS IN SPECIFIC MANAGED LOCATIONS ALONG THE U.S. EAST COAST DURING TIMES WHEN RIGHT WHALES ARE LIKELY TO BE PRESENT. SEE ENCLOSED COMPLIANCE GUIDE (ENCLOSURE 2) FOR SPECIFIC TIMES, AREAS, AND EXCEPTIONS TO THIS LAW. INTENTIONALLY APPROACHING WITHIN 500 YARDS OF RIGHT WHALES IS PROHIBITED AND IS A VIOLATION OF U.S. LAW. A MINIMUM DISTANCE OF 500 YARDS MUST BE MAINTAINED FROM A SIGHTED WHALE UNLESS HAZARDOUS TO THE VESSEL OR ITS OCCUPANTS. THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) RECOMMENDS THAT OPERATORS ASSUME THAT ANY WHALE SIGHTED IS A RIGHT WHALE. NOAA ALSO RECOMMENDS SPEEDS OF 10 KNOTS OR LESS IN AREAS USED BY RIGHT WHALES AND OUTSIDE OF SEASONALLY MANAGED AREAS WHEN CONSISTENT WITH SAFETY OF NAVIGATION. IN THE NORTHEAST, PLEASE REPORT ALL RIGHT WHALE SIGHTINGS TO 978-585-8473 AND ALL COLLISIONS TO 978-281-9351, OR TO THE COAST GUARD VIA CHANNEL 16. FOR MORE INFORMATION, CONSULT THE U.S. COAST PILOT. VESSELS THAT REPORT MSR ARRIVALS VIA TELEX MUST USE THE NEW NUMBER 48156090 EFFECTIVE IMMEDIATELY. THE EXISTING E-MAIL ADDRESS CURRENTLY IN USE (RIGHTWHALE.MSR(AT)NOAA.GOV)

LNM: 49/08

## NOAA REQUEST FOR PUBLIC INPUT FOR TIDE TABLES INFORMATION

NOAA's National Ocean Service is evaluating specific features on nautical charts for their importance to marine navigation. The goal is to improve clarity and ease of use. To achieve this, NOAA's National Ocean Service is proposing the removal of:

- Tide tables
- Tables of small craft facilities

Both of these tables will be removed from the following charts:

11302 11303 11306 11308 11314 11315 11319 11322 11326 11331  
11347 11348 11350 11354 11355 11365 11367 11370 11372 11374  
11378 11385 11390 11393 11402 11404 11411 11425 11427 11428  
11430 11432 11433 11446 11449 11451 11453 11464 11465 11467  
11472 11485 11489 11491 11507 11514 11515 11518 11534 11541  
11553 12205 12206 12237 12285 12316 12324 12352 12364 12372  
13229 13274 18423 18445 18447 18545 18546 18547 18548 18652  
18661 18662 18687

Tidal information will continue to be available at <http://tidesandcurrents.noaa.gov>

These changes are expected to affect new chart editions commencing in 2009.

The proposed changes will be advertised on The Office of Coast Survey website under "Latest News" <http://www.nauticalcharts.noaa.gov>. Comments about these changes may be sent to NOAA through the form at <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx> before February 20, 2009.

LNM: 52/08

## MD-VA-DC-POTOMAC RIVER AND ANACOSTIA RIVER – SECURITY ZONE

Mariners are advised that the Coast Guard is establishing a temporary security zone upon the waters of the Potomac and Anacostia Rivers during activities associated with the 2009 Presidential Inauguration from January 14, 2009 through January 25, 2009. The security zone includes all waters of the Potomac River, from shoreline to shoreline, bounded on the north by the Francis Scott Key (U.S. Route 29) Bridge, downstream to and bounded on the south from a position at latitude 38°46'42"N, longitude 077°02'55"W on the Virginia shoreline to a position at latitude 38°46'42"N, longitude 077°01'33"W on the Maryland shoreline, including the waters of the Georgetown Channel Tidal Basin; and (2) all waters of the Anacostia River, from shoreline to shoreline, bounded on the north by the New York Avenue (U.S. Route 50) Bridge, downstream to and bounded on the south by its confluence with the Potomac River. The zone will be enforced from 4 a.m. on January 14, 2009, through 10 p.m. on January 25, 2009. Entry into or remaining in this zone is prohibited unless authorized by the Coast Guard Captain of the Port (COTP) Baltimore, Maryland. Vessels already at berth, mooring, or anchor at the time the security zone is implemented do not have to depart the security zone. All vessels underway within this security zone at the time it is implemented are to depart the zone. The COTP Baltimore may, in his discretion, grant waivers or exemptions to this rule, either on a case-by-case basis or categorically to a particular class of vessel that otherwise is subject to adequate control measures. Persons desiring to transit the area of the security zone must first obtain authorization from the COTP Baltimore or his designated representative. To seek permission to transit the area, the COTP Baltimore and his designated representatives can be contacted at telephone number 410-576-2693 or on Marine Band Radio, VHF-FM channel 16 (156.8 MHz). The Coast Guard vessels enforcing this section can be contacted on Marine Band Radio, VHF-FM channel 16 (156.8 MHz). Upon being hailed by a U.S. Coast Guard vessel, or other Federal, State, or local agency vessel, by siren, radio, flashing light, or other means, the operator of a vessel shall proceed as directed. If permission is granted, all persons and vessels must comply with the instructions of the COTP Baltimore or his designated representative and proceed at the minimum speed necessary to maintain a safe course while within the zone. The U.S. Coast Guard may be assisted in the patrol and enforcement of the zone by Federal, State, and local agencies. Please note that in the interest of balancing safety, security, commerce, and public liberties, current plans are to allow limited vessel movement within the security zone. The limitations on how both recreational and commercial operators will be allowed to operate within the security zone will primarily depend upon the Presidential Inaugural events scheduled for each specific day that the zone is in effect, and the classification of the vessel requesting to operate. Vessel operators should understand that the COTP Baltimore has the authority to change the enforcement of the planned security zone at any time during the period of January 14, 2009 - January 25, 2009. This authority includes the termination of voyages, control of vessel movement, vessel operating restrictions, and partial or full closures of the waterway. All commercial vessels planning to transit within the security zone must fill out and submit a COAST GUARD SECTOR BALTIMORE INAUGURATION SAIL PLAN WORKSHEET, available from Lieutenant Matt Layman, Coast Guard Sector Baltimore, at telephone 410-576-2656 or e-mail [matthew.d.layman@uscg.mil](mailto:matthew.d.layman@uscg.mil) as soon as possible. No commercial sail plans will be accepted after January 6, 2009. Chart 12289.

LNM: 52/08

## ESTABLISHMENT OF LONG RANGE IDENTIFICATION AND TRACKING (LRIT) BUSINESS HELP LINE

THE USCG NAVIGATION CENTER (NAVCEN) ANNOUNCES THE OPERATION OF THE LONG RANGE IDENTIFICATION AND TRACKING (LRIT) BUSINESS HELP DESK. THE LRIT BUSINESS HELP DESK WILL MONITOR LRIT SYSTEMS AND PROCESS INQUIRES FROM THE PUBLIC AND USCG PARTNERS.

FOR MORE DETAILED INFORMATION REGARDING U.S. LRIT RULEMAKING, PLEASE REFER TO THE LRIT FINAL RULE, PUBLISHED IN THE FEDERAL REGISTER, DEPARTMENT OF HOMELAND SECURITY, 33 CFR PART 169, ON TUESDAY, APRIL 29TH, 2008, OR VISIT THE LRIT BUSINESS HELPDESK SECTION OF THE NAVIGATION CENTER WEBSITE AT [HTTP://WWW.NAVCEN.USCG.GOV/LRIT](http://www.navcen.uscg.gov/lrit) THE LRIT BUSINESS HELP DESK PHONE NUMBER  
IS: 703-313-5788 OR 866-944-LRIT (5748).

LNM: 02/09

#### GPS NAVIGATION SIGNAL MAY BE UNRELIABLE FROM 12-27 JAN 09

THE GPS NAVIGATION SIGNAL MAY BE UNRELIABLE FROM 12-27 JAN 09 FROM 0200Z-0400Z AND 1800Z-2000Z DUE TO TESTING ON GPS FREQUENCIES USED IN SHIPBOARD NAVIGATION AND HANDHELD SYSTEMS. GPS SYSTEMS THAT RELY ON GPS, SUCH AS E-911, AIS AND DSC, MAY BE AFFECTED APPROXIMATELY 55 NM NORTH EAST OF PONCE DE LEON INLET AT AN APPROXIMATE TESTING CENTER POINT OF 30 29 48 N, 079 46 06 W, WITH A POSSIBLE IMPACT RADIUS IS 203 NM OF CENTER POINT. DURING THIS PERIOD GPS USERS ARE ENCOURAGED TO REPORT ANY GPS SERVICE OUTAGES THAT THEY MAY EXPERIENCE DURING THIS TESTING VIA THE NAVIGATION INFORMATION SERVICE (NIS) BY CALLING (703)313-5900 OR BY USING THE NAVCEN'S WEB SITE'S GPS REPORT A PROBLEM WORKSHEET AT [WWW.NAVCEN.USCG.GOV](http://www.navcen.uscg.gov).

LNM: 020/09

## SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

### DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
5	NOAA Lighted Data Buoy 44004 (ODAS)	ADRIFT	13003	446D5	43/08	
35	Little Egg Inlet Outer Lighted Whistle Buoy LE	OFF STA	12316	002D5	01/09	
120	Five Fathom Bank Lighted Buoy F	LT EXT	12214	459D5	45/08	
270	Winter Quarter Shoal Lighted Buoy 6	LT EXT	12201	561HR	48/08	
<b>350</b>	<b>Cape Charles Light</b>	<b>LT EXT</b>	<b>12222</b>	<b>024HR</b>	<b>03/09</b>	
635	NOAA Lighted Data Buoy 41001 (ODAS)	ADRIFT	12200	446D5	32/08	
640	Diamond Shoals Lighted Buoy 12	REDUCED INT	11555	648NC	48/08	
<b>670</b>	<b>Cape Lookout Light</b>	<b>LT IMCH</b>	<b>11545</b>	<b>051NC</b>	<b>03/09</b>	
835	Frying Pan Shoals Lighted Buoy 16	MISSING	11536	505D5	52/08	
860	Cape Fear River Entrance Lighted Whistle Buoy CF	BUOY DMGD/REDUCED INT	11537	701NC	47/08	
950	Barnegat Inlet Lighted Buoy 9	LT EXT	12324	569DB	01/09	
965	Barnegat Harbor Channel Lighted Buoy 14	LT EXT	12324	548DB	51/08	
1100	Little Egg Inlet Outer Lighted Whistle Buoy LE	OFF STA	12316	002D5	01/09	
1270	Great Egg Harbor Inlet Lighted Buoy 1	TRLB	12316	538DB	51/08	
1640	Ship John Shoal Light	REDUCED INT	12304	566DB	52/08	
1720	Maurice River Channel Buoy 7	MISSING	12304	407DB	36/08	
<b>2055</b>	<b>Delaware Bay East Icebreaker Light</b>	<b>REDUCED INT/DBN DMGD</b>	<b>12216</b>	<b>016DB</b>	<b>03/09</b>	
<b>2337</b>	<b>Murderkill River Buoy 6</b>	<b>MISSING</b>	<b>12304</b>	<b>017DB</b>	<b>03/09</b>	
4085	Florence Lower Range Rear Light	OBSTRUCTED	12314	378DB	39/07	
<b>4795</b>	<b>Isle of Wight Bay Buoy 4</b>	<b>OFF STA</b>	<b>12211</b>	<b>026HR</b>	<b>03/09</b>	
<b>4830</b>	<b>Isle Of Wight Bay Daybeacon 5</b>	<b>OFF STA/TRUB</b>	<b>12211</b>	<b>027HR</b>	<b>03/09</b>	
4830	Isle Of Wight Bay Daybeacon 5	TRUB/DBN DEST	12211	511HR	44/08	
<b>4853</b>	<b>Isle Of Wight Bay Buoy 8A</b>	<b>OFF STA</b>	<b>12211</b>	<b>028HR</b>	<b>03/09</b>	
<b>4857</b>	<b>Isle Of Wight Bay Buoy 9A</b>	<b>OFF STA</b>	<b>12211</b>	<b>029HR</b>	<b>03/09</b>	
<b>4866</b>	<b>Isle Of Wight Bay Buoy 12</b>	<b>OFF STA</b>	<b>12211</b>	<b>030HR</b>	<b>03/09</b>	
<b>4867</b>	<b>Isle Of Wight Bay Buoy 12A</b>	<b>OFF STA</b>	<b>12211</b>	<b>031HR</b>	<b>03/09</b>	
5000	Sinepuxent Bay Channel Daybeacon 2	TRUB/DBN DEST	12211	171HR	21/08	
5400	Chincoteague Channel Light 29	TRLB/DBN DEST	12210	231HR	24/08	

6348	Virginia Inside Passage Daybeacon 213	TRUB	12224	076ES	31/06
6660	Wachapreague Channel Light 6	TRLB	12210	005ES	03/07
6930	Great Machipongo Channel Light 11	TRLB	12210	128ES	44/06
6985	Sand Shoal Inlet Lighted Buoy 6	MISSING	12210	548HR	38/08
<b>7055</b>	<b>Chesapeake Channel Lighted Bell Buoy 5</b>	<b>LT EXT</b>	<b>12222</b>	<b>023HR</b>	<b>03/09</b>
7480	Smith Point Light	REDUCED INT	12228	432HR	39/08
7690	Sharps Island Light	LT EXT	12266	007BA	02/08
8050	Craighill Channel Range Rear Light	REDUCED INT	12278	377BA	41/08
8090	Craighill Channel Upper Range Front Light	LT EXT	12281	010BA	02/09
8225	Fort McHenry Channel Range Rear Light	LT IMCH	12281	264BA	29/08
8443	Tolchester Channel Range Rear Light	REDUCED INT	12278	442BA	48/08
<b>8615</b>	<b>Upper Chesapeake Channel Lighted Buoy 33</b>	<b>OFF STA</b>	<b>12278</b>	<b>023BA</b>	<b>03/09</b>
<b>8960</b>	<b>Elk River Channel Lighted Buoy 7</b>	<b>OFF STA</b>	<b>12274</b>	<b>022BA</b>	<b>03/09</b>
9310	Thimble Shoal Light	REDUCED INT/SS INOP	12245	609HR	51/08
<b>11555</b>	<b>Warwick River Daybeacon 13</b>	<b>TRUB</b>	<b>12248</b>	<b>040NC</b>	<b>03/09</b>
13370	Back Creek - Mobjack Bay Light 1	DBN DMGD	12241	016HR	02/09
19195	Nan Cove Channel Daybeacon 9	DBN DEST	12264	348BA	37/08
21435	Old Plantation Flats Light	TRLB/HAZ NAV/DBN DMGD	12224	508HR	45/06
21620	Hungar Creek Daybeacon 7	TRLB/DBN DEST	12226	075HR	11/08
22060	Onancock Creek Channel Daybeacon 31	TRLB/DBN DMGD	12228	439HR	39/08
<b>22540</b>	<b>Pocomoke River Channel Buoy 9</b>	<b>MISSING</b>	<b>12228</b>	<b>025BA</b>	<b>03/09</b>
<b>22545</b>	<b>Pocomoke River Channel Buoy 10</b>	<b>OFF STA</b>	<b>12228</b>	<b>026BA</b>	<b>03/09</b>
<b>22555</b>	<b>Pocomoke River Channel Buoy 12</b>	<b>OFF STA</b>	<b>12228</b>	<b>027BA</b>	<b>03/09</b>
<b>22560</b>	<b>Pocomoke River Channel Buoy 13</b>	<b>MISSING</b>	<b>12228</b>	<b>028BA</b>	<b>03/09</b>
<b>22565</b>	<b>Pocomoke River Channel Buoy 14</b>	<b>OFF STA</b>	<b>12228</b>	<b>029BA</b>	<b>03/09</b>
<b>22575</b>	<b>Pocomoke River Channel Buoy 17</b>	<b>OFF STA</b>	<b>12228</b>	<b>030BA</b>	<b>03/09</b>
<b>22580</b>	<b>Pocomoke River Channel Buoy 18</b>	<b>MISSING</b>	<b>12228</b>	<b>031BA</b>	<b>03/09</b>
<b>22585</b>	<b>Pocomoke River Channel Buoy 19</b>	<b>MISSING</b>	<b>12228</b>	<b>032BA</b>	<b>03/09</b>
22905	Crisfield Harbor Junction Light CH	TRLB/DBN DEST	12228	007BA	02/09
27330	Bush River Wreck Light WR6	TRLB/DBN DEST	12274	278BA	30/08
<b>27585</b>	<b>Susquehanna River Junction Lighted Buoy A</b>	<b>OFF STA</b>	<b>12274</b>	<b>019BA</b>	<b>03/09</b>
27990	Oregon Inlet Buoy 4	MISSING	12204	463NC	38/08
28127	Oregon Inlet Channel Daybeacon 36A	TRUB/DBN DEST	12204	004NC	01/09
28141	Oregon Inlet Channel Light 41	TRLB/DBN DEST	12204	662NC	49/08
28335	Walter Slough Daybeacon 8	MISSING/TRUB	12204	323NC	27/08
28410	Roanoke Sound Channel Daybeacon 12	TRUB/DBN DEST	12204	003NC	53/08
28551.1	Doughs Creek Junction Daybeacon	MISSING	12204	428NC	37/08
28645	Hatteras Inlet Lighted Buoy 2	MISSING	11555	709NC	51/08
28650	Hatteras Inlet Lighted Buoy 4	MISSING	11555	655NC	49/08
28767	Hatteras Inlet Channel Daybeacon 20	MISSING/TRUB	11555	001NC	01/09
28775	Hatteras Inlet Channel Daybeacon 23	MISSING/TRUB	11555	031NC	02/09
29350	Beaufort Inlet Channel Lighted Buoy 8	OFF STA/LT EXT	11547	008NC	51/08
30150	Masonboro Inlet Buoy 1	OFF STA	11541	485NC	37/08
30316	Cape Fear River Entrance Lighted Whistle Buoy CF	BUOY DMGD/REDUCED INT	11537	701NC	47/08
<b>31045</b>	<b>Lockwoods Folly Inlet Buoy 10</b>	<b>OFF STA</b>	<b>11534</b>	<b>052NC</b>	<b>03/09</b>
31145	Calabash Creek Daybeacon 9	OFF STA/TRUB	11534	470NC	38/08
31575	Bull Bay Warning Daybeacon	MISSING/TRUB	12205	421NC	35/08
32115	Far Creek Channel Light 5	DBN DEST	11555	721NC	53/08
32840	Oyster Creek Light 10	DBN DMGD	11545	248NC	27/08
33525	West Bay Daybeacon 6	DBN DMGD	11544	702NC	51/08
34570	Fulchers Creek Light 1	MISSING	11545	547NC	42/08
34690	Core Sound Daybeacon 48	TRUB/DBN DEST	11545	006NC	01/09

<b>35120</b>	<b>New Jersey Intracoastal Waterway Light 39</b>	<b>SINKING</b>	<b>12324</b>	<b>007DB</b>	<b>03/09</b>
35210	New Jersey Intracoastal Waterway Light 57	DBN DMGD	12324	007DB	02/09
35460	New Jersey Intracoastal Waterway Light 115	MISSING/TRLB	12316	513DB	45/08
35465	New Jersey Intracoastal Waterway Lighted Buoy 116	TRLB	12316	468DB	40/08
36030	New Jersey Intracoastal Waterway Daybeacon 270	TRUB	12316	287DB	42/07
<b>37545</b>	<b>Great Bridge to Albemarle Sound Light 95</b>	<b>LT EXT</b>	<b>12206</b>	<b>041NC</b>	<b>03/09</b>
38665	Money Island Channel Daybeacon 4	TRUB/DBN DEST	11547	645NC	48/08
40160	Lockwoods Folly River Daybeacon 7	TRLB/DBN DEST	11534	466NC	38/08
40285	Cape Fear River - Little River Daybeacon 63	TRLB/DBN DEST	11534	335NC	27/08
40320	Cape Fear River - Little River Daybeacon 75	MISSING/TRUB	11534	029NC	02/09
40405	Cape Fear River - Little River Daybeacon 99	TRUB/DBN DEST	11534	397NC	33/08

#### DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
670	Cape Lookout Light	RELIGHTED	11545	048NC	03/09	03/09
10130	Lynnhaven Inlet Light 1L	WATCHING PROPERLY	12254	005HR	01/09	03/09
16205	Mill Creek Entrance Light 2MC	WATCHING PROPERLY	12235	017HR	02/09	03/09
17370	Potomac River Channel Buoy 15	RESET ON STATION	12286	011BA	03/09	03/09
18345	Upper Potomac River Channel Lighted Buoy 59	RESET ON STATION	12289	484BA	52/08	03/09
27615	Susquehanna River Channel Buoy 7	RELIGHTED	12274	018BA	03/09	03/09
29030	Big Foot Slough Channel Daybeacon 3	REBUILT/RECOVERED	11550	700NC	51/08	03/09
29057	Big Foot Slough Channel Buoy 9AA	RESET ON STATION	11550	037NC	02/09	03/09
29253	Barden Inlet Buoy 30	RESET ON STATION	11545	026NC	02/09	03/09
29830	New River Channel Daybeacon 29	RESET ON STATION	11542	013NC	02/08	03/09
30170	Masonboro Inlet Lighted Buoy 5	RESET ON STATION	11541	703NC	47/08	03/09
30805	Big Island Upper South Range Rear Light	RELIGHTED	11537	036NC	02/09	03/09
31470	Pasquotank River Daybeacon 17	REBUILT/REMAINS	12206	022NC	02/09	03/09
32015	Stumpy Point Harbor Light 1	REBUILT/RECOVERED	12204	382NC	32/08	03/09
36965	Pasquotank River Daybeacon 17	REBUILT/REMAINS	12206	022NC	02/09	03/09
38300	Adams Creek Light 3	RELIGHTED	11541	047NC	03/09	03/09
39285	Bogue Sound - New River Daybeacon 69	REBUILT/RECOVERED	11541	680NC	50/08	03/09
39465	New River - Cape Fear River Light 71	REBUILT/RECOVERED	11541	615NC	47/08	03/09
40223	Cape Fear River - Little River Buoy 46A	WATCHING PROPERLY	11534	042NC	03/09	03/09
40225	Cape Fear River - Little River Buoy 47	WATCHING PROPERLY	11534	043NC	03/09	03/09
40230	Cape Fear River - Little River Buoy 47A	WATCHING PROPERLY	11534	044NC	03/09	03/09
40235	Cape Fear River - Little River Buoy 48	RESET ON STATION	11534	045NC	03/09	03/09

#### DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
857	Bald Head Island Lighted Sensor Buoy A	ADRIFT	11534	058NC	06/08	
1690	Bidwell Creek Entrance Light 2	DBD DMGD	12304	NONEAC	37/06	
2118	Burton Prong Buoy 2	DBD DMGD	12216	NONE	37/06	
2119	Burton Prong Buoy 4	MISSING	12216	0173AC	16/06	
2119.1	Herring Creek Daybeacon 10	MISSING	12216	480AC	49/07	
7672	Flag Harbor Entrance Light 2	LT EXT	12264	210BA	24/08	
10157	Crab Creek Entrance Buoy 2CC	MISSING	12254	NONED5	52/08	
10157.01	Crab Creek Entrance Buoy 3CC	MISSING	12254		52/08	
10762	Lafayette River Junction Daybeacon A	MISSING	12245	358HR	32/08	



11350	Leeward Marina Channel Daybeacon 1	DBN DMGD	12248	388HR	35/08
11355	Leeward Marina Channel Daybeacon 2	DBN DMGD	12248	390HR	35/08
14940	Windmill Point Marina Light 3	HAZ NAV	12235	156HR	19/08
18110	Cockpit Point Barge Dock Mooring Light A	BUOY DMGD/LT EXT	12288	417BA	46/08
18535	Piscataway Creek Daybeacon 8	DBN DMGD	12289	517BA	41/07
18900	Solomons Island Wharf Light	LT IMCH/REDUCED INT	12284	260BA	29/08
18975	Mill Creek Daybeacon 9	DBN DMGD	12284	363BA	38/08
18985	Mill Creek Daybeacon 12	TRUB/DBN DEST	12284	433BA	47/08
18995	St. John Creek Daybeacon 2	LT IMCH	12284	362BA	38/08
19062	Solomons Island Fishing Pier Light	LT EXT/DBN DMGD	12284	261BA	29/08
19125	Helen Creek Buoy 1A	OFF STA	12264	282BA	30/08
19152	Academy Of Natural Science Intake Light B	LT EXT/DBN DMGD	12264	262BA	29/08
19215	Cape St. Mary's Marina Breakwater Light	LT EXT	12264	0180BA	08/05
19260	Chalk Point Cable Crossing Tower Light 27	LT IMCH	12264	283BA	30/08
19265	Chalk Point Cable Crossing Tower Light 28	LT IMCH	12264	284BA	30/08
19275	Chalk Point Cable Crossing Tower Light B	LT IMCH	12264	287BA	30/08
19277	Chalk Point Cable Crossing Tower Light 29	LT EXT	12264	285BA	30/08
19278	Chalk Point Power Light 30	LT IMCH	12264	286BA	30/08
19279	Chalk Point Tower Light C	LT IMCH	12264	288BA	30/08
19280	Chalk Point Tower Light D	LT IMCH	12264	289BA	30/08
20430	Pennwood Channel Range Front Light	LT EXT	12278	0200BA	24/06
21185	Fairfield Channel Buoy 6	MISSING	12281	233BA	17/07
21531	Kings Creek Channel Light 2	MISSING	12224	486HR	45/07
22095	Onanock Creek -South Branch Buoy 1	OFF STA	12228	292BA	30/08
22985	Ward Creek Warning Daybeacon A	MISSING	12231	0503BA	31/05
23315	Jones Creek Daybeacon 4	DBN DEST	12231	402BA	44/08
23715	Dames Quarter Creek Channel Daybeacon 4	DBD DEST	12261	337BA	24/07
25020	Cambridge Channel Range Front Light	LT EXT	12268	420BA	46/08
25025	Cambridge Channel Range Rear Light	LT EXT/DBN DMGD	12268	418BA	46/08
25745	Upper Edge Creek Daybeacon 1	DBN IMCH	12266	0007BA	02/05
25755	Upper Edge Creek Daybeacon 3	DBN IMCH	12266	0008BA	02/05
26270	Cox Creek Buoy 4	DBN DEST	12270	0312BA	09/04
27275	Upper Gunpowder River Daybeacon 11	DBN IMCH	12274	0704BA	34/04
31270	Southern Shores Daybeacon 1	LT EXT	12204	586NC	45/08
31275	Southern Shores Daybeacon 2	LT EXT	12204	587NC	45/08
31545	Albemarle Plantation Marina Light 1	MISSING	12205	NONED5	02/09
31560	Albemarle Plantation Marina Light 5	MISSING	12205	NONED5	02/09
31570	Albemarle Plantation Marina Daybeacon 8	MISSING	12205	NONED5	02/09
33493	NC-EONS Science Platform Light A	TRLB/DBN DEST	11550	522NC	41/08
	Beach Cove South Channel Daybeacon 8	MISSING	12216	NONEAC	10/06
	Cherrystone Artifical Reef Buoys	MISSING	12221	NONED5	24/05
	Grassy Sound North Pier Light	LT EXT	12316	0068AC	07/06
	Grassy Sound South Pier Light	LT EXT	12316	0069AC	07/06
	Great Egg Harbor River Lighted Buoy 1	LT EXT	12318	0067AC	07/06
	Indian River Bay Shellfish Excl. Buoy	MISSING		NONEAC	10/06
	Manklin Creek Buoy 1M	DBN IMCH	12211	NONED5	24/05
	Old House Cove Warning Daybeacon A	MISSING	12231	0498BA	31/05
	Old House Cove Warning Daybeacon B	MISSING	12231	0499BA	31/05
	Old House Cove Warning Daybeacon C	MISSING	12231	0500BA	31/05
	Parramore Artifical Reef Buoy	MISSING	12210	0071ES	21/05

Pennwood Channel Range Rear Light	LT EXT	12278	315BA	23/07
South Creek Buoy 2	OFF STA	12270	245BA	27/08
South Creek Buoy 4	OFF STA	12270	245BA	27/08
Wachapreague Artificial Reef Buoys	MISSING	12210	0072ES	21/05

#### DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
None						

#### PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

#### PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

### SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

#### TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
35	Little Egg Inlet Outer Lighted Whistle Buoy LE	RELOCATED DUE TO SHOALING	12316	324D5	33/08	
1100	Little Egg Inlet Outer Lighted Whistle Buoy LE	RELOCATED DUE TO SHOALING	12316	324D5	33/08	
1105	Little Egg Inlet Buoy 2	RELOCATED DUE TO SHOALING	12316	318D5	32/08	
1110	Little Egg Inlet Lighted Buoy 3	RELOCATED DUE TO SHOALING	12316	318D5	32/08	
1115	Little Egg Inlet Buoy 4	RELOCATED DUE TO SHOALING	12316	318D5	32/08	
1117	Little Egg Inlet Buoy 4A	RELOCATED DUE TO SHOALING	12316	318D5	32/08	
1120	Little Egg Inlet Lighted Buoy 5	RELOCATED DUE TO SHOALING	12316	318D5	32/08	
1125	Little Egg Inlet Buoy 6	RELOCATED DUE TO SHOALING	12316	318D5	32/08	
1131	Little Egg Inlet Lighted Buoy 10	RELOCATED DUE TO SHOALING	12316	318D5	32/08	
1132	Little Egg Inlet Buoy 11	RELOCATED DUE TO SHOALING	12316	318D5	32/08	
3765	Mud Island Lower Range Front Light	DISCONTINUED	12314	NONED5	36/08	
3770	Mud Island Lower Range Rear Light	DISCONTINUED	12314	NONED5	36/08	
3800	Mud Island Upper Range Rear Light	DISCONTINUED	12314	492-D5	43/07	
3880	Beverly Upper Range Front Light	DISCONTINUED	12314	NONED5	36/08	
3885	Beverly Upper Range Rear Light	DISCONTINUED	12314	NONED5	36/08	
3910	Edgewater Lower Range Rear Light	DISCONTINUED	12314	362D5	36/08	
4045	Landreth Range Front Light	DISCONTINUED	12314		36/08	
4050	Landreth Range Rear Light	DISCONTINUED	12314		36/08	
5405	Chincoteague Channel Daybeacon 30	TRUB	12210	212HR	46/08	

7105	Chesapeake Channel Lighted Buoy 13	RELOCATED FOR DREDGING	12222	373D5	37/08
7110	Chesapeake Channel Lighted Buoy 14	RELOCATED FOR DREDGING	12222	373D5	37/08
8117	NOAA Lighted Data Buoy SN	DISCONTINUED	12278	323BA	34/08
8816	Stillpond Creek Buoy 4A	TRLB	12274	271BA	29/08
8817	Stillpond Creek Buoy 5	TRLB	12274	272BA	29/08
9310	Thimble Shoal Light	Other	12245	471D5	47/08
9552.1	Norfolk International Terminal North Channel Buoy 5N	DISCONTINUED FOR DREDGING	12245	491-06D5	46/06
9707	Lambert Bend Turning Basin Daybeacon A	TRUB	12254	NONED5	25/08
28137	Oregon Inlet Channel Lighted Buoy 39	RELOCATED FOR DREDGING	12204	NONED5	52/08
28305.1	Walter Slough Buoy 2A	ESTABLISHED	12204	425D5	42/08
28445	Wanchese Channel Buoy 2	RELOCATED FOR DREDGING	12205	NONED5	50/08
29385	Beaufort Inlet Channel Lighted Buoy 16	TRLB	11547		51/08
29603	Swansboro Coast Guard Channel Buoy 1A	ESTABLISHED	11541		34/08
30850	Upper Brunswick Range Rear Light	DISCONTINUED	11537		31/08
36690.1	New Jersey Intracoastal Waterway Buoy 469A	ESTABLISHED	12316	340D5	34/08

#### TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
None						

#### PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

#### PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

### SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections. This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR					CGD01	
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3				at 40-41-09.001N	074-02-48.001W
	Green can					
Corrective Action	Object of Corrective Action				Position	

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

<b>11534</b>	<b>35th Ed.</b>	<b>01-JAN-08</b>	<b>Last LNM: 52/08</b>	<b>NAD 83</b>	<b>03/09</b>
Chart Title: Intracoastal Waterway Myrtle Grove Sound and Cape Fear River to Casino Creek					
<b>CHART NC-SC-ICW-MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK. Page/Side: N/A</b>					
RELOCATE	Cape Fear River - Little River Buoy 48			CGD05 from 33-55-15.281N	078-14-17.332W

to 33-55-15.270N 078-14-17.329W

**Extension 203 SOUTHPORT - LOCKWOODS FOLLY RIVER. Page/Side: A**

DELETE	Channel Limits; Chart No. 1 I20 (NOS NW-16648)	NOS 33-55-02.400N	078-01-26.100W
DELETE	Dangerous Wreck; Chart No. 1: K28 (NOS NW-16702)	NOS 33-54-40.800N	078-00-53.700W
DELETE	Dangerous Wreck; Chart No. 1: K28 (NOS NW-16702)	NOS 33-54-51.000N	078-00-38.000W
DELETE	Dangerous Wreck; PA Chart No. 1: K28 (NOS NW-16702)	NOS 33-54-16.700N	078-00-58.300W
DELETE	Dangerous Wreck; PD Chart No. 1: K28 (NOS NW-16702)	NOS 33-54-45.000N	078-00-49.700W
DELETE	Depth Legend; 11 1/2 FT 1998 (NOS NW-16648)	NOS 33-55-02.400N	078-01-26.100W
DELETE	Piles; Piles Chart No. 1: F22 (NOS NW-16702)	NOS 33-54-16.700N	078-00-58.300W
DELETE	Sounding in Feet; 12 (NOS NW-16702)	NOS 33-54-38.100N	078-00-53.700W
DELETE	Sounding in Feet; 15 (NOS NW-16702)	NOS 33-54-52.700N	078-00-35.700W
DELETE	Sounding in Feet; 18 (NOS NW-16702)	NOS 33-54-46.600N	078-00-46.600W
DELETE	Sounding in Feet; 5 (NOS NW-16648)	NOS 33-55-04.390N	078-01-29.270W
RELOCATE	Cape Fear River - Little River Buoy 48	CGD05 from 33-55-15.281N to 33-55-15.270N	078-14-17.332W 078-14-17.329W
CHANGE	Depth Legend - Southport Harbor to:; 4 FT 2008 (NOS NW-16648)	NOS 33-55-04.500N	078-01-48.100W
ADD	Sounding in Feet; 3 (NOS NW-16648)	NOS 33-55-03.400N	078-01-27.800W
ADD	Sounding in Feet; 7 (NOS NW-16648)	NOS 33-54-58.800N	078-01-25.200W
ADD	Wreck in Feet; 14 Wk Chart No. 1: K26 (NOS NW-16702)	NOS 33-54-15.800N	078-00-57.800W
ADD	Wreck in Feet; 15 Wk Chart No. 1: K26 (NOS NW-16702)	NOS 33-54-39.360N	078-00-54.350W
ADD	Wreck in Feet; 16 Wk Chart No. 1: K26 (NOS NW-16702)	NOS 33-54-52.470N	078-00-37.200W
ADD	Wreck in Feet; 19 Wk Chart No. 1: K26 (NOS NW-16702)	NOS 33-54-45.400N	078-00-47.180W

**Extension 205 LOCKWOODS FOLLY INLET - SOCASTEE BRIDGE. Page/Side: A**

RELOCATE	Cape Fear River - Little River Buoy 48	CGD05 from 33-55-15.281N to 33-55-15.270N	078-14-17.332W 078-14-17.329W
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**Main Panel 202 MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CR. Page/Side: A**

DELETE	Channel Limits; Chart No. 1 I20 (NOS NW-16648)	NOS 33-55-02.400N	078-01-26.100W
DELETE	Dangerous Wreck; Chart No. 1: K28 (NOS NW-16702)	NOS 33-54-40.800N	078-00-53.700W
DELETE	Dangerous Wreck; Chart No. 1: K28 (NOS NW-16702)	NOS 33-54-51.000N	078-00-38.000W
DELETE	Dangerous Wreck; PA Chart No. 1: K28 (NOS NW-16702)	NOS 33-54-16.700N	078-00-58.300W
DELETE	Dangerous Wreck; PD Chart No. 1: K28 (NOS NW-16702)	NOS 33-54-45.000N	078-00-49.700W
DELETE	Depth Legend; 11 1/2 FT 1998 (NOS NW-16648)	NOS 33-55-02.400N	078-01-26.100W
DELETE	Piles; Piles Chart No. 1: F22 (NOS NW-16702)	NOS 33-54-16.700N	078-00-58.300W
DELETE	Sounding in Feet; 12 (NOS NW-16702)	NOS 33-54-38.100N	078-00-53.700W
DELETE	Sounding in Feet; 15 (NOS NW-16702)	NOS 33-54-52.700N	078-00-35.700W
DELETE	Sounding in Feet; 18 (NOS NW-16702)	NOS 33-54-46.600N	078-00-46.600W
DELETE	Sounding in Feet; 5 (NOS NW-16648)	NOS 33-55-04.390N	078-01-29.270W

CHANGE	Depth Legend - Cape Fear to;; 2 FT 2007 (NOS NW-16700)	33-57-43.300N	077-56-40.800W
		NOS	
CHANGE	Depth Legend - Cape Fear to;; 5 FT 2007 (NOS NW-16700)	33-56-02.500N	077-59-27.500W
		NOS	
CHANGE	Depth Legend - Southport Harbor to;; 4 FT (NOS NW-16648)	33-55-04.000N	078-01-40.000W
		NOS	
ADD	Sounding in Feet; 2 (NOS NW-16700)	33-56-08.400N	077-59-31.900W
		NOS	
ADD	Sounding in Feet; 3 (NOS NW-16648)	33-55-03.400N	078-01-27.800W
		NOS	
ADD	Sounding in Feet; 7 (NOS NW-16648)	33-54-58.800N	078-01-25.200W
		NOS	
ADD	Wreck in Feet; 14 Wk Chart No. 1: K26 (NOS NW-16702)	33-54-15.800N	078-00-57.800W
		NOS	
ADD	Wreck in Feet; 15 Wk Chart No. 1: K26 (NOS NW-16702)	33-54-39.360N	078-00-54.350W
		NOS	
ADD	Wreck in Feet; 16 Wk Chart No. 1: K26 (NOS NW-16702)	33-54-52.470N	078-00-37.200W
		NOS	
ADD	Wreck in Feet; 19 Wk Chart No. 1: K26 (NOS NW-16702)	33-54-45.400N	078-00-47.180W

**11536 18th Ed. 01-MAY-05 Last LNM: 52/08 NAD 83**

**03/09**

*ChartTitle: Approaches to Cape Fear River*

**Main Panel 211 APPROACHES TO CAPE FEAR RIVER. Page/Side: N/A**

DELETE	Dangerous Wreck; Chart No. 1: K28 (NOS NW-16702)	NOS	
		33-54-40.800N	078-00-53.700W
DELETE	Dangerous Wreck; PA Chart No. 1: K28 (NOS NW-16702)	NOS	
		33-54-16.700N	078-00-58.300W
ADD	Wreck in Feet; 14 Wk Chart No. 1: K26 (NOS NW-16702)	NOS	
		33-54-15.800N	078-00-57.800W
ADD	Wreck in Feet; 15 Wk Chart No. 1: K26 (NOS NW-16702)	NOS	
		33-54-39.360N	078-00-54.350W

**11537 37th Ed. 01-DEC-06 Last LNM: 53/08 NAD 83**

**03/09**

*ChartTitle: Cape Fear River Cape Fear to Wilmington*

**Main Panel 200 CAPE FEAR RIVER CAPE FEAR TO WILMINGTON. Page/Side: N/A**

DELETE	Channel Limits; Chart No. 1 I20 (NOS NW-16648)	NOS	
		33-55-02.400N	078-01-26.100W
DELETE	Dangerous Wreck; Chart No. 1: K28 (NOS NW-16702)	NOS	
		33-54-40.800N	078-00-53.700W
DELETE	Dangerous Wreck; Chart No. 1: K28 (NOS NW-16702)	NOS	
		33-54-51.000N	078-00-38.000W
DELETE	Dangerous Wreck; PA Chart No. 1: K28 (NOS NW-16702)	NOS	
		33-54-16.700N	078-00-58.300W
DELETE	Dangerous Wreck; PD Chart No. 1: K28 (NOS NW-16702)	NOS	
		33-54-45.000N	078-00-49.700W
DELETE	Depth Legend; 11 1/2 FT 1998 (NOS NW-16648)	NOS	
		33-55-02.400N	078-01-26.100W
DELETE	Piles; Piles Chart No. 1: F22 (NOS NW-16702)	NOS	
		33-54-16.700N	078-00-58.300W
DELETE	Shoaling Label; Shl 5ft (NOS NW-16648)	NOS	
		33-55-04.200N	078-01-29.000W
DELETE	Sounding in Feet; 12 (NOS NW-16702)	NOS	
		33-54-38.100N	078-00-53.700W
DELETE	Sounding in Feet; 15 (NOS NW-16702)	NOS	
		33-54-52.700N	078-00-35.700W
DELETE	Sounding in Feet; 18 (NOS NW-16702)	NOS	
		33-54-46.600N	078-00-46.600W
CHANGE	Depth Legend - Cape Fear to;; 2 FT 2007 (NOS NW-16700)	NOS	
		33-57-43.300N	077-56-40.800W
CHANGE	Depth Legend - Cape Fear to;; 5 FT 2007 (NOS NW-16700)	NOS	
		33-56-02.500N	077-59-27.500W
CHANGE	Depth Legend - Southport Harbor to;; 4 FT 2008 (NOS NW-16648)	NOS	
		33-55-04.500N	078-01-48.100W
CHANGE	Tabulation - Cape Fear River Channel Depths <a href="http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=170255">http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=170255</a> ; Tabulation - Cape Fear River Channel Depths (NOS NW-16740)	NOS	
		33-59-50.000N	078-05-18.000W
ADD	Sounding in Feet; 2 (NOS NW-16700)	NOS	
		33-56-08.400N	077-59-31.900W
		NOS	

ADD	Sounding in Feet; 3 (NOS NW-16648)		33-55-03.400N	078-01-27.800W
ADD	Sounding in Feet; 7 (NOS NW-16648)		NOS 33-54-58.800N	078-01-25.200W
ADD	Wreck in Feet; 14 Wk Chart No. 1: K26 (NOS NW-16702)		NOS 33-54-15.800N	078-00-57.800W
ADD	Wreck in Feet; 15 Wk Chart No. 1: K26 (NOS NW-16702)		NOS 33-54-39.360N	078-00-54.350W
ADD	Wreck in Feet; 16 Wk Chart No. 1: K26 (NOS NW-16702)		NOS 33-54-52.470N	078-00-37.200W
ADD	Wreck in Feet; 19 Wk Chart No. 1: K26 (NOS NW-16702)		NOS 33-54-45.400N	078-00-47.180W
<b>11545</b>	<b>63rd Ed.</b>	<b>01-APR-08</b>	<b>Last LNM: 02/09</b>	<b>NAD 83</b>
<i>ChartTitle: Beaufort Inlet and Part of Core Sound; Lookout Bight</i>				
<b>CHART NC- BEAUFORT INLET AND PART OF CORE SOUND. Page/Side: N/A</b>				
RELOCATE	Barden Inlet Buoy 30		CGD05 from 34-39-56.601N to 34-39-55.987N	076-31-27.562W 076-31-28.306W
<b>11548</b>	<b>40th Ed.</b>	<b>01-DEC-05</b>	<b>Last LNM: 02/09</b>	<b>NAD 83</b>
<i>ChartTitle: Pamlico Sound Western Part</i>				
<b>CHART NC- PAMLICO SOUND- WESTERN PART. Page/Side: N/A</b>				
RELOCATE	Teaches Hole Channel Daybeacon 33		CGD05 from 35-06-14.730N to 35-06-14.750N	075-59-37.332W 075-59-37.478W
RELOCATE	Teaches Hole Channel Light 30		CGD05 from 35-05-34.526N to 35-05-34.695N	075-59-51.312W 075-59-51.536W
<b>11550</b>	<b>29th Ed.</b>	<b>01-MAY-04</b>	<b>Last LNM: 02/09</b>	<b>NAD 83</b>
<i>ChartTitle: Ocracoke Inlet and Part of Core Sound</i>				
<b>Main Panel 514 OCRACOKE INLET &amp; PART OF CORE SOUND. Page/Side: N/A</b>				
RELOCATE	Teaches Hole Channel Daybeacon 33		CGD05 from 35-06-14.730N to 35-06-14.750N	075-59-37.332W 075-59-37.478W
RELOCATE	Teaches Hole Channel Light 30		CGD05 from 35-05-34.526N to 35-05-34.695N	075-59-51.312W 075-59-51.536W
<b>11555</b>	<b>40th Ed.</b>	<b>01-APR-06</b>	<b>Last LNM: 02/09</b>	<b>NAD 83</b>
<i>ChartTitle: Cape Hatteras-Wimble Shoals to Ocracoke Inlet</i>				
<b>Main Panel 525 CAPE HATTERAS WIMBLE SHOALS TO OCRACOKE INLET. Page/Side: N/A</b>				
DELETE	Hatteras Inlet Buoy 10B at		CGD05 35-11-45.468N	075-45-04.212W
RELOCATE	Hatteras Inlet Channel Daybeacon 23		CGD05 from 35-12-48.836N to 35-12-48.288N	075-42-46.925W 075-42-46.632W
RELOCATE	Teaches Hole Channel Daybeacon 33		CGD05 from 35-06-14.730N to 35-06-14.750N	075-59-37.332W 075-59-37.478W
RELOCATE	Teaches Hole Channel Light 30		CGD05 from 35-05-34.526N to 35-05-34.695N	075-59-51.312W 075-59-51.536W
CHANGE	Hatteras Inlet Light 9 to Hatteras Inlet Light 10B, FI R 2.5s at		CGD05 35-11-47.075N	075-45-01.784W
ADD	Hatteras Inlet Lighted Buoy 9		CGD05 at 35-11-49.428N	075-45-02.052W
	FI G 4s			
<b>12225</b>	<b>57th Ed.</b>	<b>01-MAY-08</b>	<b>Last LNM: 51/08</b>	<b>NAD 83</b>
<i>ChartTitle: Chesapeake Bay Wolf Trap to Smith Point</i>				
<b>Main Panel 563 CHESAPEAKE BAY WOLF TRAP TO SMITH POINT. Page/Side: N/A</b>				
			CGD05	

	RELOCATE	Tangier Island East Channel Light 1		from 37-50-23.718N to 37-50-23.984N NOS	075-58-16.011W 075-58-15.941W
	ADD	Fish Haven Buoy GI VMRC; Y "GI VMRC" Priv (NOS NW-16725)		37-28-51.778N	076-14-18.234W
<b>12228</b>	<b>32nd Ed.</b>	<b>01-MAR-08</b>	<b>Last LNM: 51/08</b>	<b>NAD 83</b>	<b>03/09</b>
<i>ChartTitle: Chesapeake Bay Pocomoke and Tangier Sounds</i>					
<b>Main Panel 566 CHESAPEAKE BAY POCOMOKE AND TANGIER SOUNDS. Page/Side: N/A</b>					
	RELOCATE	Tangier Island East Channel Light 1		CGD05 from 37-50-23.718N to 37-50-23.984N	075-58-16.011W 075-58-15.941W
<b>12235</b>	<b>32nd Ed.</b>	<b>01-MAY-08</b>	<b>Last LNM: 02/09</b>	<b>NAD 83</b>	<b>03/09</b>
<i>ChartTitle: Chesapeake Bay Rappahannock River Entrance, Piankatank and Great Wicomico Rivers</i>					
<b>Main Panel 571 RAPPAHANNOCK RIVER ENTRANCE PIANKATANK AND GREAT WICOMICO RIVERS. Page/Side: N/A</b>					
	ADD	Fish Haven Buoy GI VMRC; Y "GI VMRC" Priv (NOS NW-16725)		NOS 37-28-51.778N	076-14-18.234W
<b>12238</b>	<b>39th Ed.</b>	<b>01-JAN-06</b>	<b>Last LNM: 02/09</b>	<b>NAD 83</b>	<b>03/09</b>
<i>ChartTitle: Chesapeake Bay Mobjack Bay and York River Entrance</i>					
<b>Main Panel 580 CHESAPEAKE BAY MOBJACK BAY AND YORK RIVER ENTRANCE. Page/Side: N/A</b>					
	ADD	Fish Haven Buoy GI VMRC; Y "GI VMRC" Priv (NOS NW-16725)		NOS 37-28-51.778N	076-14-18.234W
<b>12263</b>	<b>55th Ed.</b>	<b>01-APR-07</b>	<b>Last LNM: 53/08</b>	<b>NAD 83</b>	<b>03/09</b>
<i>ChartTitle: Chesapeake Bay Cove Point to Sandy Point</i>					
<b>Main Panel 603 CHEASAPEAKE BAY COVE POINT TO SANDY POINT. Page/Side: N/A</b>					
	RELOCATE	Triton Light		CGD05 from 38-58-54.403N to 38-58-54.000N	076-28-34.857W 076-28-36.000W
<b>12270</b>	<b>34th Ed.</b>	<b>01-AUG-06</b>	<b>Last LNM: 47/08</b>	<b>NAD 83</b>	<b>03/09</b>
<i>ChartTitle: Chesapeake Bay Eastern Bay and South River; Selby Bay</i>					
<b>CHART MD- CHESAPEAKE BAY: EASTERN BAY AND SOUTH RIVER. Page/Side: N/A</b>					
	RELOCATE	Triton Light		CGD05 from 38-58-54.403N to 38-58-54.000N	076-28-34.857W 076-28-36.000W
<b>12280</b>	<b>8th Ed.</b>	<b>01-MAR-08</b>	<b>Last LNM: 02/09</b>	<b>NAD 83</b>	<b>03/09</b>
<i>ChartTitle: Chesapeake Bay</i>					
<b>Extension 2975 CHESAPEAKE BAY - SOUTHERN PART. Page/Side: 1</b>					
	ADD	Fish Haven Buoy GI VMRC; Y "GI VMRC" Priv (NOS NW-16725)		NOS 37-28-51.778N	076-14-18.234W
<b>12281</b>	<b>52nd Ed.</b>	<b>01-AUG-08</b>	<b>Last LNM: 51/08</b>	<b>NAD 83</b>	<b>03/09</b>
<i>ChartTitle: Baltimore Harbor</i>					
<b>Main Panel 640 BALTIMORE HARBOR. Page/Side: N/A</b>					
	ADD	North Locust Point Marine Terminal Pier 7 Warning Buoy A Private		CGD05 at 39-16-24.400N	076-35-07.200W
	ADD	North Locust Point Marine Terminal Pier 7 Warning Buoy B Private		CGD05 at 39-16-21.900N	076-35-08.800W
	ADD	North Locust Point Marine Terminal Pier 7 Warning Buoy C Private		CGD05 at 39-16-19.800N	076-35-10.400W
<b>12282</b>	<b>35th Ed.</b>	<b>01-OCT-05</b>	<b>Last LNM: 44/08</b>	<b>NAD 83</b>	<b>03/09</b>
<i>ChartTitle: Chesapeake Bay Severn and Magothy Rivers</i>					
<b>Main Panel 641 CHESAPEAKE BAY SEVERN AND MAGOTHY RIVERS. Page/Side: N/A</b>					
	RELOCATE	Triton Light		CGD05 from 38-58-54.403N	076-28-34.857W

to 38-58-54.000N 076-28-36.000W

**12283 26th Ed. 01-MAR-06 Last LNM: 44/08 NAD 83 03/09**

*ChartTitle: Annapolis Harbor*

**Main Panel 642 ANNAPOLIS HARBOR. Page/Side: N/A**

RELOCATE Triton Light

CGD05  
from 38-58-54.403N 076-28-34.857W  
to 38-58-54.000N 076-28-36.000W

**12285 39th Ed. 01-MAR-08 Last LNM: 52/08 NAD 83 03/09**

*ChartTitle: Potomac River; District of Columbia*

**CHART MD-VA-DC- POTOMAC RIVER. Page/Side: N/A**

RELOCATE Baber Point Light 5

CGD05  
from 38-18-42.790N 077-01-34.972W  
to 38-18-42.680N 077-01-34.902W

**12286 30th Ed. 01-AUG-06 Last LNM: 52/08 NAD 83 03/09**

*ChartTitle: Potomac River Piney Point to Lower Cedar Point*

**Main Panel 661 POTOMAC RIVER PINEY POINT TO LOWER CEDAR POINT. Page/Side: N/A**

RELOCATE Baber Point Light 5

CGD05  
from 38-18-42.790N 077-01-34.972W  
to 38-18-42.680N 077-01-34.902W

**12287 17th Ed. 03-FEB-96 Last LNM: 38/07 NAD 83 03/09**

*ChartTitle: Potomac River Dahlgren and Vicinity*

**Main Panel 662 POTOMAC RIVER DALGREN AND VICINITY. Page/Side: N/A**

RELOCATE Baber Point Light 5

CGD05  
from 38-18-42.790N 077-01-34.972W  
to 38-18-42.680N 077-01-34.902W

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## SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

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### SUMMARY OF ADVANCED APPROVED PROJECTS

#### Approved Project(s)

155M LANTERN CONVERSION TO LED

#### Project Date

#### Ref. LNM

#### Advance Notice(s)

##### **NJ -NJ ICW - SANDY HOOK TO LITTLE EGG HARBOR – BARNEGAT BAY - PUBLIC NOTICE**

Effective on January 29, 2009, mariners are advised that the Coast Guard is changing the drawbridge operation regulations of the S37 Bridge, at ICW mile 14.1, across Barnegat Bay at Seaside Heights, NJ. The final rule will allow the drawbridge to operate on an advance notice basis during specific times of the year. The changes will result in more efficient use of the bridge during months of infrequent transit. A copy of Public Notice 5-1134, which describes the changes in detail, can be obtained by writing to the address above or by calling (757) 398-6587. Chart: 12324.

##### **VA - VIRGINIA INSIDE PASSAGE/CHINCOTEAGUE CHANNEL – AIDS TO NAVIGATION CHANGE**

Due to shoaling the Coast Guard will make the following aids to navigation changes on or about February 10, 2009:

A. Great Machipongo Channel Light 11 (LLNR 6930) will be changed to Great Machipongo Channel Lighted Buoy 11 (LLNR 6930). Position and light characteristics; FI G 4s, remain unchanged.

B. Chincoteague Channel Daybeacon 30 (LLNR 5405) will be changed to Chincoteague Channel Buoy 30 (LLNR 5405).

Chart: 12210.

LNM: 53/08

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## SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).



## **PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT**

Proposed Project(s)

Closing

Docket No.

Ref. LNM

None

Proposed Change Notice(s)

### **DC/MD – POTOMAC RIVER - ANACOSTIA RIVER**

The U.S. Coast Guard has received an application for a bridge permit from the District of Columbia Department of Transportation for the approval of the location and plans to reconstruct the 11th Street Bridges across Anacostia River, at mile 2.1, in Southeast Washington DC. The 11th Street Bridges include the 11th Street (I-295) Bridge and the Officer Kevin J. Welsh Memorial Bridge. The purpose of the project is to reduce congestion and improve the mobility of traffic across the Anacostia River on the bridges and on local streets in the area; increase the safety of vehicular, pedestrian, and bicycle traffic in the Anacostia neighborhood; replace deficient infrastructure and roadway design; and provide an alternative evacuation route and routes for security movements in and out of the nation's capital. The piers on this structure will be rebuilt above the waterline to support the additional roadway width without the need for any additional foundation work. There will be no changes to the existing vertical or horizontal clearances of the bridges which are 28 feet above mean high water and 200 feet, respectively.

Comment on this proposal should be forwarded to the above address attention (dpb) no later than January 23, 2009. Copies of the Public Notice 5-1132, which describe the proposal in detail, can be obtained by writing to the above address or by calling (757) 398-6422. Chart:12289.

LNM: 52/08

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## **SECTION VII - GENERAL**

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

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### **VA - WILLOUGHBY BAY - THIMBLE SHOAL CHANNEL - HELICOPTER AIRBORNE MINE COUNTERMEASURES OPERATIONS**

Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the MH-53E helicopter at low altitudes over the following inland and coastal waterways:

- Willoughby Bay
- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.
- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

During these operations, the aircraft will be operating at altitudes as low as seventy-five feet and will produce localized winds in excess of 125 miles per hour. Rotor wash produced winds pose a considerable hazard to vessels, especially sailing vessels. The devices the helicopters tow range in size and appearance from a large orange and white sled approximately the size of a pickup truck to slightly submerged steel pipes thirty feet in length, both of which have submerged cable extending well beyond the visible portion of the towed device. The Aircraft Commanders have been directed to exercise every effort to conflict and avoid surface vessels.

All mariners are requested to remain well clear of the helicopters, the towed devices, and the area extending directly behind the aircraft for four hundred yards. Do not approach or cross the area directly behind the towed device as a submerged hazard exists regardless of whether the device is in motion or stationary.

These operations involve large naval helicopters at flight altitudes of 100 feet or less, towing surface and sub-surface devices at speeds up to 25 knots. Helicopters may be identified by a rotating amber position light on centerline of main hull flashing 90 times per minute. An area of hurricane-force winds exists within a 250-foot radius around these helicopters, sufficient to blow people and objects from exposed decks and capsize small craft. The towed devices may be completely invisible and include large cables on or just below the surface streaming up to 1200 feet behind the aircraft. AMCM helicopters will transit to and from the area described above in the following manner: Outboard from the seaplane ramp at the Norfolk Naval Air Station across Willoughby Bay to the main shipping channel, then easterly along the main channel to Buoy 21. From Buoy 21 either East, SE or SSE to the operating area. The return flight will follow the same path as the outbound flight. To minimize the potential for mishap, vessels are requested to remain well clear of these danger zones when AMCM operations are encountered. Charts: 12200, 12205, 12221, 12222 & 12254.

### **VA -YORK RIVER - U.S. NAVAL WEAPONS STATION - CHEATHAM ANNEX - SMALL ARMS LIVE FIRE DANGER ZONE**

A Danger zone has been established within an area beginning at Mean High Water on the shore at the U.S. Naval Weapons Station, Cheatham Annex facility on the York River, located at 37-17-33.10N, 076-36-19.06W; then northeast to a point on the York River at 37-18-36.650N, 076-34-39.010"W, thence south, southeast to 37-18- 59.37N, 076-34-13.65W; then southwest to a point on the shore located at 37-17-26.750N, 076-36-14.890W. Vessels may transit this area at any time, however, no vessel shall anchor, fish or conduct any waterborne activities within the Danger Zone established in accordance with this regulation any time live firing exercises are being conducted. Any time live firing is being conducted a red flag will be displayed in a conspicuous location along the shore to signify the range is active. At night, red lights will be displayed. Chart: 12241.

## **VA -YORK RIVER - U.S. NAVAL WEAPONS STATION - CHEATHAM ANNEX - SMALL ARMS LIVE FIRE DANGER ZONE**

### **VA - COASTAL - U.S. NAVAL BASE DAM NECK, VIRGINIA BEACH - SMALL ARMS RANGE LIVE FIRE SCHEDULE**

All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (37TH) Edition when operating south of the entrance to the Chesapeake Bay, off the Dam Neck Naval Firing Range. When firing is in progress during daylight hours, red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

The U.S. Naval Base Dam Neck Live Fire Range will be active during periods advertised by Broadcast Notice to Mariners. Charts: 12203, 12205, 12207 & 12221.

### **VA - COASTAL - STATE MILITARY RESERVATION, CAMP PENDLETON, VIRGINIA BEACH - SMALL ARMS LIVE FIRE SCHEDULE**

The Camp Pendleton State Military Reservation Live Fire Small Arms Range described as all of the waters seaward of the mean high water shore line within a sector between radial lines extending 13,500 yards seaward and bearing 090 degrees true and 150 degrees true, respectively, from a point on shore at 36- 49- 09N, 075- 58- 45W. All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (37th) Edition when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

The Camp Pendleton Live Fire Range will be active during the following periods:

NO SCHEDULED SHOOTS AT THIS TIME.

Charts: 12203, 12205.12207 & 12221.

LNM: 18/08

### **NC - NEW RIVER - FIRING EXERCISES**

The Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, has advised that the area in the Atlantic Ocean between a point approximately 4.5 miles east of Bogue Inlet to a point approximately 10.0 miles southwest of New River Inlet, North Carolina, within the existing danger zone (depicted as 334.440) as shown on National Ocean Service Chart 11543, will be hazardous to navigation because of field firing exercises during the periods and times listed below. Firing will be to 3 miles seaward. Vessels are urged to avoid the above area during the periods stated except for the Atlantic Intracoastal Waterway, where mariners traveling through this area can expect a delay of about one hour during the above times. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

The restricted areas in New River, as shown on National Ocean Service Chart 11542, will be closed to navigation because of firing exercises during the following periods:

Jacksonville Sector Sunrise to Sunset - daily.

Farnell Bay Sector Sunrise to Sunset - daily.

Traps Bay Sector Sunrise to Sunset - daily.

Stone Bay Sector 12:01 a.m. to Midnight - daily.

Stone Creek Sector 12:01 a.m. to Midnight - daily.

Grey Point Sector 12:01 a.m. to Midnight- daily.

Ship operations consisting of landing craft, amphibious vehicles, and helicopters will be conducted in the Onslow Beach operating area and all sectors of New River from 12:01 a.m. to Midnight- daily. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

Charts: 11542 & 11543.

### **VA - ATLANTIC OCEAN - WALLOPS ISLAND ROCKET LAUNCHES**

Rocket launches are regularly scheduled in the vicinity of Wallops Island, VA. Prior to these launches, visual signals will be displayed consisting of either a large orange-colored, "blimp-shaped" balloon by day or a signal rotating alternately red and white beacon by night. The balloon will be flown from a position at 37°50-38N / 075°28-47W and the beacon will be displayed approximately 200 feet above mean high water in position 37°50-16N / 075°29-07W. While the warning signal is displayed, all persons and vessels in the danger zone, except vessels entering or departing Chincoteague Inlet, shall leave the zone promptly by the shortest possible route and remain outside the zone until allowed by a patrol boat to enter or the danger signal has been discontinued. Vessels entering or departing Chincoteague Inlet must take the shortest route possible upon display of the danger signal. The danger zone is depicted on navigational charts 12210 and 12211 with corner points starting in the vicinity of Assawoman Inlet and proceeding southerly to position 37-43-20N / 075-29-41W; thence northeasterly to a point in the vicinity of Chincoteague Shoals; thence westerly back to Wallops Island shoreline.

### **NJ & PA – DELAWARE RIVER – SCHUYLKILL RIVER - BRIDGE DEMOLITION**

Mariners are advised that demolition work will commence on or about January 20, 2009, for the replacement of the South Street Bridge, at mile 6.7, across the Schuylkill River in Philadelphia, PA. To facilitate the demolition, a tug and two work barges, measuring 40 feet X 80 feet, with mounted cranes will be used along with two disposal barges, measuring 10 feet X 40 feet. This demolition work will not impede vessel traffic and is scheduled for completion by February 28, 2009. Operations on the river will continue for a period of 21 months following the start of the bridge demolition activities. For updates on this work, mariners should call (609) 517-3843 and exercise extreme caution when transiting the area. Chart: 12313.

## **NJ & PA – DELAWARE RIVER – SCHUYLKILL RIVER - BRIDGE DEMOLITION**

LNM: 02/09

### **NJ & PA – UPPER DELAWARE - DELAWARE RIVER - BRIDGE WORK**

Mariners are advised that access procedures for the installation of a traveler system will commence on or about March 2009 through June 2009 at the Burlington-Bristol (vertical-lift) Bridge, at mile 117.8, across the Delaware River, between Burlington NJ and Bristol PA. To facilitate the operation, work platforms will be used reducing the available vertical clearance by approximately two feet. Mariners should use extreme caution when transiting the area. Chart: 12314.

LNM: 02/09

### **DE – DELAWARE RIVER – ANCHORAGE 6 - SUBMERGED OBJECT**

The Captain of the Port Delaware Bay is notifying all mariners of a submerged object in General Anchorage 6 off deepwater point (Wilmington Anchorage) Delaware River. The object was found in the position 39-42'-38.16"N, 075-30'-05.40"W during recent survey operations. Mariners are advised to use caution when anchoring in or transiting through the northern end of General Anchorage 6. For any questions regarding this notice contact Sector Delaware Bay Waterways Management at 215-271-4851 or 4889. Chart: 12311.

LNM: 01/09

### **PA – DELAWARE RIVER – KIMBERLY CLARK - DOCK WORK**

The Captain of the Port is notifying all mariners of work being conducted on the dock of the Kimberly-Clark facility in Chester, Pennsylvania. Kimberly-Clark is located 1 mile north of the Commodore Barry Bridge on the Delaware River. Work will be performed from 7 a.m. to 5 p.m. beginning on January 12, 2009 and ending on February 11, 2009. Mariners are urged to use caution when transiting the area. For any questions regarding this notice contact Sector Delaware Bay Waterways Management at 215-271-4851 or 4889. Chart: 12312.

LNM: 02/09

### **MD - PATUXENT RIVER – TEMPORARY MOORING BUOYS ESTABLISHED**

Coastal Design & Construction Inc. will establish the following temporary mooring buoys, on or about January 16, 2009, until April 1, 2009, in the Patuxent River in association with an Army Corp of Engineers Shoreline Protection Project.

A. CDC-Pax River Temp Mooring Buoy A (no LLNR at 38-19-32 N, 076-29-19 W, White with blue band.

B. CDC-Pax River Temp Mooring Buoy B (no LLNR) at 38-19-32 N, 076-29-25 W, White with blue band.

Charts: 12264, 12284.

LNM: 02/09

### **MD/VA/DC - POTOMAC RIVER - WOODROW WILSON BRIDGE - BRIDGE INFORMATION**

Mariners are advised that construction of the new Woodrow Wilson Memorial Bridge across the Potomac River, mile 103.8, between Alexandria, Virginia and Oxon Hill, Maryland is ongoing until 2009. Though the major in-water construction has been completed and the previously-scheduled limited channel width restrictions in the 175-foot wide federal navigation channel have been removed, mechanical demolition and removal of debris from the old bridge toward the MD shoreline continues. Temporary regulatory markers remain in place at both ends of the debris removal area. Boaters near the Maryland shoreline should use extreme caution when transiting the area near the old bridge remains, and are reminded that they operate at their own risk when operating outside the navigation channel and within the previously-dredged portion of the waterway intended as temporary access for construction vessels to and from the bridge work site. In addition, the Woodrow Wilson Bridge Project has discontinued private aids to navigation, established to mark an auxiliary channel that is no longer in use. For any questions, please contact Mr. Mike Baker, Woodrow Wilson Bridge Project, at 443-615-0215. The Project's website, [www.wilsonbridge.com](http://www.wilsonbridge.com), contains additional information. For bridge opening requests, refer to the drawbridge operation regulations described in Title 33 Code of Federal Regulations Section 117.255. Charts: 12285 & 12289

LNM: 31/08

### **MD – CHESAPEAKE BAY – CURTIS (CREEK) BAY - BRIDGE CLOSURE**

Mariners are advised that the Pennington Avenue Bridge, at mile 0.9, across Curtis (Creek) Bay in Baltimore, MD, will be closed to vessels beginning at 6 a.m. on Wednesday, January 21, 2009, until and including 11:59 p.m. on Tuesday, January 27, 2009, to facilitate submarine cable installation and electrical repairs. Mariners should adjust their transits accordingly. Chart: 12278.

LNM: 51/08

### **MD-CHESAPEAKE BAY-APPROACHES TO BALTIMORE HARBOR-PATAPSCO RIVER (MIDDLE BRANCH) - MARINE CONSTRUCTION**

Mariners are advised that McLean Contracting Corp. will conduct mechanical dredging with pile driving and demolition operations near the Maryland Port Administration's Fairfield Marine Terminal Pier 4, located in the Masonville area at Baltimore, Maryland, from January 15, 2008 through December 1, 2009. These operations will include the installation of a 50 ft x 40 ft cofferdam at approximate position 39-15-12.97 N, 076-34-56.29 W, occur Mondays through Fridays from 6 a.m. to 6 p.m., and use mooring buoys, sheet pile and H-pile structures, barges and floating cranes. All vessels and structures will be lighted and marked in accordance with the Navigation Rules. Interested traffic may contact the work boats Sweat Pea and WB29 on marine band radio channels 16 or 13 VHF-FM, if necessary. For any comments or questions, contact Mr. Jeff Phillips (Contract Manager) at telephone number (410) 553-6700. Chart: 12281.

LNM: 52/07

### **MD – HERRING BAY AND ROCKHOLD CREEK- DREDGING**

The Southwind Construction Corp. Dredges JENNI LEA II and PROUD MARY will be conducting dredging operations in Herring Bay/Rockhold Creek near Herrington Harbor Marina, Deale, MD from 19 January through 09 February, 2009. The dredges will monitor VHF-FM Ch 13, 16 and 79 (and Dredge Jenni Lea Cellular Phone: (812) 480-6498). A floating rubber and submerged polyethylene pipeline associated with dredging operation will

#### **MD – HERRING BAY AND ROCKHOLD CREEK- DREDGING**

traverse from Federal Channel of Herring Bay to upland Disposal Site near Deale, Maryland. Pipeline and vessels will be visibly lighted and marked according to Coast Guard regulations. Mariners are urged to use extreme caution in the area, transit at their slowest safe speed to minimize wake, and proceed with caution after passing arrangements have been made. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be removed from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. Chart: 12266.

LNM: 02/09

#### **MD – CHESAPEAKE BAY – EASTERN BAY AND SOUTH RIVER – EASTERN BAY – POPLAR ISLAND NARROWS – HAZARD TO NAVIGATION**

The U.S. Army Corps of Engineers has confirmed a report of several submerged rock piles emplaced to create two fish habitat reef lines in the Chesapeake Bay, approximately 100 feet north and northeast of the Poplar Island Habitat Restoration Perimeter Dike. A reef line is located between approximate positions 38-46-57N, 076-22-35W and 38-46-56N, 076-22-24W. And a reef line located between 38-46-44N, 076-22-10W and 38-46-35N, 076-22-10W. The rock piles are reported to be awash at MLLW. Mariners are urged to use caution when transiting the area. Chart: 12263.

LNM: 43/08

#### **MD – CHESAPEAKE BAY – UPPER CHESAPEAKE BAY – SANDY POINT TO SUSQUEHANNA RIVER – BALTIMORE HARBOR AND APPROACH CHANNELS - DREDGING**

The Great Lakes Dredge and Drydock Co. Clamshell Dredges GL54 and GL55 will be conducting dredging operations in the Cutoff Angle and Craighill Entrance Channel from 15 January through 01 March, 2009. Tugs and scows will transport dredged material to the Poplar Island site. The dredges will monitor VHF-FM Ch 13, 16 and 10 and all traffic is requested to contact the dredge 30 minutes prior to expected time of passage. Under no circumstances should transiting vessel attempt to pass between the towing tug and scows while underway. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be removed from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. Chart: 12273.

LNM: 02/09

#### **MD – CHESAPEAKE BAY – CHESTER RIVER TO HEAD OF CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – SHALLOW CREEK - DREDGING**

The Dredge DIGGER BARGE 1 will be conducting dredging operations in the vicinity of Shallow Creek, near Fort Howard, from 20 January through 15 February, 2009. Tugs and scows will transport dredged material to the Hart-Miller Island site. The dredges will monitor VHF-FM Ch 13, 16 and 08. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be removed from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. Chart: 12278.

LNM: 03/09

#### **VA - ELIZABETH RIVER - EASTERN BRANCH - MOSELEY CREEK - BROAD CREEK - NEW BRIDGE CONSTRUCTION**

Mariners are advised that Skanska USA Civil Southeast Inc. (the contractor), on behalf of Hampton Roads Transit (the bridge owner), will begin construction of the new double-track light rail project across Broad Creek from Brambleton Avenue to Newton Road located in Norfolk, VA. There will be a crane barge, material barges and a tug boat to support the new bridge construction which is parallel with the Interstate 264 Bridge that spans Broad Creek. Demolition of the existing railroad trestle is the first activity scheduled to begin on May 27, 2008. Pile driving, concrete construction and girder setting will continue through March 2009. The work will not block the Broad Creek channel. Mariners should exercise caution when transiting the area. Chart :12253.

LNM: 19/08

#### **VA – ATLANTIC INTRACOASTAL WATERWAY (AIWW), SOUTHERN BRANCH OF THE ELIZABETH RIVER TO THE ALBERMARLE AND**

**VA – ATLANTIC INTRACOASTAL WATERWAY (AIWW), SOUTHERN BRANCH OF THE ELIZABETH RIVER TO THE ALBERMARLE AND CHESAPEAKE CANAL - BRIDGE CLOSURE**

Mariners are advised that the Norfolk Southern #7 Railroad Bridge, at AIWW mile 5.8, across the Southern Branch of the Elizabeth River in Chesapeake VA, will be closed to vessels to complete structural repairs beginning at 5 a.m. until and including 11 p.m. each Sunday on February 1, February 8, March 1, March 8, April 5, April 12, May 3 and May 10, 2009. At all other times, the drawbridge will operate in accordance with the operating drawbridge regulations set out in Title 33 Code of Federal Regulations Part 117.997(e). Mariners should adjust their transits accordingly. Chart: 12253.

LNM: 02/09

**VA - JAMES RIVER - BRIDGE OPENING NOTICE REQUIREMENTS FOR BENJAMIN HARRISON BRIDGE**

Mariners are advised that the Benjamin Harrison Bridge (at mile 65.0) across James River in Hopewell Virginia, will require a two hour notice to the bridge tender to open for vessel traffic starting at 11:00 a.m. Wednesday May 21, 2008 until further notice. Mariners should plan their trips accordingly. Chart: 12316

LNM: 22/08

**VA - HAMPTON ROADS – NEWPORT NEWS MIDDLE GROUND – UNDERWATER CONSTRUCTION**

Weeks Marine is conducting construction operations in the Middle Ground area south of Newport News Channel Lighted Buoy 9 (LLNR 10870). Construction barges WEEKS 271 and WEEKS 96 will be anchored at approximate position 36-57-09N, 076-23-35W. Anchor wires will span from the barges across the Middle Ground charted channel for Shallow Draft Vessels. Anchor points will be marked with yellow anchor buoys and flashing yellow lights. The barges may be contacted on VHF-FM Channels 06, 13 and 16. Mariners are advised to transit this area with caution and avoid transiting between the barge and anchor buoys. Additional information is available by contacting Weeks Marine at 757-289-2177. Chart: 12245.

LNM: 03/09

**VA – JAMES RIVER - CITY POINT - DREDGING**

The Dredge JEKYLL ISLAND will be conducting dredging operations in the James River in the vicinity of the Honeywell Chemical Plant at City Point, Hopewell, Va. from 05 January through 05 February, 2009. The dredge will monitor VHF-FM Ch 13 and 16 and all traffic is requested to contact the dredge 30 minutes prior to expected time of passage. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. Chart: 12252.

LNM: 53/08

**VA – LOWER CHESAPEAKE BAY – BACK RIVER – PLUM TREE ISLAND – UNEXPLODED ORDNANCE REMOVAL – DANGER ZONE**

Beginning 19 January, 2009, Shaw Environmental Inc., under contract with the Army Corps of Engineers, will commence the clean up and destruction of unexploded ordinance on the Plum Tree Island Wildlife Refuge. A Danger Zone will be established that will encompass portions of the Chesapeake Bay and Back River up to three quarters of a mile from the detonation area when necessary. Mariners are advised to contact the U.S. Coast Guard on VHF-FM Channel 16 for any questions or to report any sighting of unexploded ordinance in this vicinity. U.S. Army Corps of Engineers may be contacted at 757-201-7663. Chart: 12238.

LNM: 03/09

**VA – JAMES RIVER – CHICKAHOMINY RIVER – BRIDGE INFORMATION – SAFETY ZONE**

SANSKA Inc. will begin demolition of the Route 5 Swing Bridge over the Chickahominy River from 26 January to 30 January, 2009. A Safety Zone has been established around all waters within 2000 feet of the swing span. Mariners must remain outside of this zone unless otherwise authorized by the Captain of the Port or his representative. Chart: 12251.

LNM: 03/09

**NC – CAPE HATTERAS TO LITTLE RIVER INLET – TEMPORARY LIGHTED DATA BUOYS ESTABLISHED**

The following temporary lighted data buoys have been established until 01 May, 2009.  
A. USGS Lighted Data Buoy B (no LLNR) at 35-12-23.090N, 075-31-23.070W, FI Y 4s.  
B. USGS Lighted Data Buoy D (no LLNR) at 35-12-07.490N, 075-32-08.550W, FI Y 4s.  
Chart: 11520.

LNM: 02/09

**NC - OREGON INLET CHANNEL/OLD HOUSE CHANNEL/WALTER SLOUGH CHANNEL- DREDGING**

The Dredge RICHMOND will be conducting dredging operations in the vicinity of Oregon Inlet Channel to the junction of Old House Channel and Walter Slough Channel from 01 January through 26 January, 2009. The dredge will monitor VHF-FM Channels 13 and 16. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the

#### **NC - OREGON INLET CHANNEL/OLD HOUSE CHANNEL/WALTER SLOUGH CHANNEL- DREDGING**

dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. Chart: 12205.

LNM: 03/09

#### **NC – SWANSBORO – BEAR ISLAND - HAMMOCKS BEACH STATE PARK- DREDGING**

The Southwind Construction Corp. Dredge GAIL RENA will be conducting dredging operations in Hammocks Beach State Park within the confines of the Cow Creek Channel off the ICW to Bear Island from 24 January until 31 March, 2009. The dredge will monitor VHF-FM Channels 13, 16 and 79. A floating rubber and submerged polyethylene pipeline associated with dredging operation will traverse from Cow Creek Channel at the intersection with Bear Island to the ICW then to the USACE Island Disposal Site. The Pipeline and vessels will be visibly lighted and marked according to Coast Guard regulations. Mariners are urged to use extreme caution in the area, transit at their slowest safe speed to minimize wake, and proceed with caution after passing arrangements have been made. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. Chart: 11541.

LNM: 02/09

#### **NC –CAPE FEAR RIVER TO LITTLE RIVER - LOCKWOODS FOLLY/LOCKWOODS RIVER - DREDGING**

The Southwind Construction Corp. Dredge WILCO will be conducting dredging operations in the vicinity of Lockwoods Folly Inlet and Lockwoods Folly River from 19 January until 25 February, 2009. The dredge will monitor VHF-FM Channels 13 and 16. A floating and submerged pipeline associated with dredging operation will traverse from Cape Fear to Little River Light 33 (LLNR 40125) to Holden Beach via ICW river bank. Mariners are urged to use extreme caution in the area, transit at their slowest safe speed to minimize wake, and proceed with caution after passing arrangements have been made. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. Chart: 11534.

LNM: 02/09

#### **NC - OREGON INLET - SHOALING**

A U.S. Army Corps of Engineers survey indicates channel depths between 2.8 and 10 .0 feet MLLW exists east of the fendered span of the Herbert C. Bonner Bridge. Mariners should avoid transiting this area during periods of low water and exercise caution during other tidal periods. Mariners are advised that the only navigational channel under the Bonner Bridge is through the fendered span. Transiting through any unfendered span presents a significant hazard to the vessel and the bridge. Mariners can view the survey at <http://www.saw.usace.army.mil/nav/OREGON.htm> Charts: 12204 & 12205.

LNM: 42/08

#### **NC – CAPE FEAR RIVER – OLD BALDHEAD CHANNEL - DREDGING**

The Great Lakes Dredging and Drydock Hopper Dredge PADRE ISLAND will be conducting dredging operations in the vicinity of Baldhead Shoal Channel from 10 January until 08 February, 2009. Dredged material will be pumped to the Old Baldhead Shoal Channel Disposal area. The dredge will monitor VHF-FM Channels 13 and 16. Mariners are urged to use extreme caution in the area, transit at their slowest safe speed to minimize wake, and proceed with caution after passing arrangements have been made. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. Chart: 11536.

## SECTION VIII - LIGHT LIST CORRECTIONS

An Asterisk \*, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
17690	BABER POINT LIGHT 5	38-18-42.680N 077-01-34.902W	FI G 4s	16	5	SG on pile.	03/09
		*					
19780	TRITON LIGHT	38-58-54.000N 076-28-36.000W	FI (4+5) G 30s	25		On seawall.	Light characteristic represents the Class of 1945.  Aid maintained by U.S. Navy.
		*					
21362	North locust Point Marine Terminal Pier 7 Warning Buoy A	39-16-24.400N 076-35-07.200W				White buoy with orange square worded DANGER.	Private aid. 03/09
		*	*	*	*	*	*
21362.1	North Locust Point Marine Terminal Pier 7 Warning Buoy B	39-16-21.900N 076-35-08.800W				White buoy with orange square worded DANGER.	Private aid. 03/09
		*	*	*	*	*	*
21362.2	North Locust Point Marine Terminal Pier 7 Warning Buoy C	39-16-19.800N 076-35-10.400W				White buoy with orange square worded DANGER.	Private aid. 03/09
		*	*	*	*	*	*
22740	TANGIER ISLAND EAST CHANNEL LIGHT 1	37-50-23.984N 075-58-15.941W	FI G 2.5s	15	4	SG on multi-pile structure.	HORN : 1 blast ev 30s (3s bl). Maintained from Sept. 15 to June 1. 03/09
		*					
28724	Hatteras Inlet Lighted Buoy 9	35-11-49.428N 075-45-02.052W	FI G 4s		3	Green.	03/09
		*	*	*	*	*	*
28725	HATTERAS INLET LIGHT 10B	35-11-47.075N 075-45-01.784W	FI R 2.5s	15	3	TR on multi-pile structure.	03/09
		*	*			*	
28726.2	Hatteras Inlet Buoy 10b						Remove from list. 03/09
							*
28775	Hatteras Inlet Channel Daybeacon 23	35-12-48.288N 075-42-46.632W				SG on pile.	03/09
		*					
28970	TEACHES HOLE CHANNEL LIGHT 30	35-05-34.695N 075-59-51.536W	FI R 4s	15	3	TR on pile.	Ra ref. 03/09
		*					
28980	Teaches Hole Channel Daybeacon 33	35-06-14.750N 075-59-37.478W				SG on pile.	03/09
		*					
29253	Barden Inlet Buoy 30	34-39-55.987N 076-31-28.306W				Red nun.	03/09
		*					
40235	Cape Fear River - Little River Buoy 48	33-55-15.270N 078-14-17.329W				Red nun with yellow triangle.	03/09
		*					

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## PUBLICATION CORRECTIONS

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None

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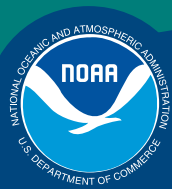
## ENCLOSURES

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### 3 Enclosures

1. NOAA Right Whale Compliance Guide - Ship Strike Reduction.
2. Summary of Dredging.
3. Summary of Shoaling.
4. Summary of Bridge Permits/Regulations/Construction.





## NOAA FISHERIES SERVICE

Mandatory speed restrictions of 10 knots or less are required in Seasonal Management Areas along the U.S. East Coast during times when right whales are likely to be present. The purpose of this regulation is to reduce the likelihood of deaths and serious injuries to these endangered whales that result from collisions with ships.



NOAA

Vessels may operate at a speed greater than 10 knots only if necessary to maintain a safe maneuvering speed in an area where conditions severely restrict vessel maneuverability as determined by the pilot or master.

If a deviation from the 10 knot speed restriction is necessary, the following information must be entered into the logbook:

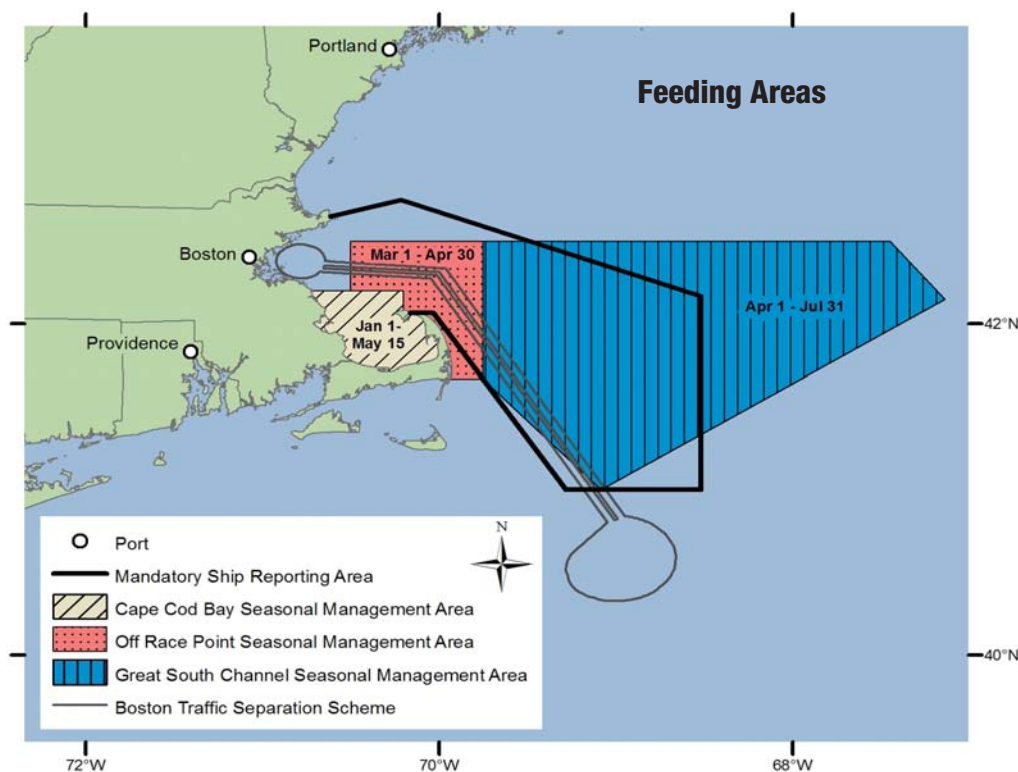
- Reasons for deviation
- Speed at which vessel is operated
- Latitude and longitude at time of deviation
- Time and duration of deviation
- Master of the vessel shall sign and date the logbook entry

# Compliance Guide for Right Whale Ship Strike Reduction Rule (50 CFR 224.105)

**ATTENTION:** All vessels greater than or equal to 65 ft (19.8 m) in overall length and subject to the jurisdiction of the United States and all vessels greater than or equal to 65 ft in overall length entering or departing a port or place subject to the jurisdiction of the United States.

**YOU MUST SLOW TO SPEEDS OF 10 KNOTS OR LESS IN SEASONAL MANAGEMENT AREAS**

### Northeast U.S. Seasonal Management Areas



### Feeding Areas

#### Cape Cod Bay

January 1 - May 15

Includes all waters of Cape Cod Bay with Northern Boundary of 42°04'56.5"N, 070°12'W to 42°12'N, 070°12'W then due west back to shore.

#### Off Race Point

March 1 - April 30

Waters Bounded by:  
42°04'56.5"N 070°12'W  
42°12'N, 070°12'W  
42°12'N, 070°30'W  
42°30'N, 070°30'W  
42°30'N, 069°45'W  
41°40'N, 069°45'W  
then due west back to shore.

#### Great South Channel

April 1 - July 31

Waters Bounded by:  
42°30'N, 069°45'W  
42°30'N, 067°27'W  
42°09'N, 067°08'24"W  
41°00'N, 069°05'W  
41°40'N, 069°45'W  
then back to starting pt.

The rule does not apply to waters inshore of COLREGS lines.

## Migratory Route

**November 1 through April 30**

Vessel speed is restricted in the following areas:

• **Block Island Sound waters bounded by:**

40°51'53.7" N 070°36'44.9" W  
 41°20'14.1" N 070°49'44.1" W  
 41°04'16.7" N 071°51'21.0" W  
 40°35'56.5" N 071°38'25.1" W  
 then back to starting point.

• **Within a 20-nm (37 km) radius of the following (as measured seaward from the COLREGS lines):**

- **Ports of New York/New Jersey:**

40°29'42.2"N 073°55'57.6"W

- **Entrance to the Delaware Bay**

(Ports of Philadelphia and Wilmington):

38°52'27.4"N 075°01'32.1"W

- **Entrance to the Chesapeake Bay**

(Ports of Hampton Roads and Baltimore):

37°00'36.9"N 075°57'50.5"W

- **Ports of Morehead City and Beaufort, NC:**

34°41'32.0"N 076°40'08.3"W

• **Within a continuous area 20 nm from shore between Wilmington, NC, to Brunswick, GA, bounded by the following:**

Point	Latitude	Longitude
A	34°10'30"N	077°49'12"W
B	33°56'42"N	077°31'30"W
C	33°36'30"N	077°47'06"W
D	33°28'24"N	078°32'30"W
E	32°59'06"N	078°50'18"W
F	31°50'00"N	080°33'12"W
G	31°27'00"N	080°51'36"W

and west back to the shore.

## Calving and Nursery Grounds

**November 15 through April 15**

Vessel speed is restricted in the area bounded to the north by latitude 31°27'N; to the south by latitude 29°45'N; to the east by longitude 080°51'36"W.

For more information, visit:

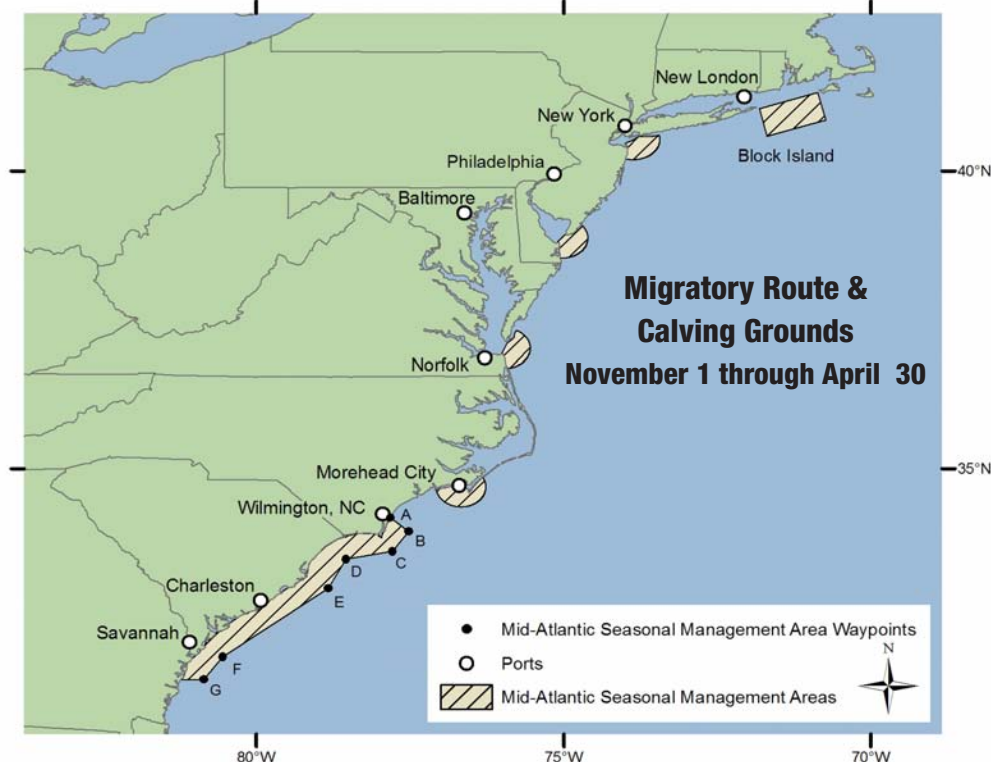
<http://www.nmfs.noaa.gov/pr/shipstrike>

<http://nero.noaa.gov/shipstrike>

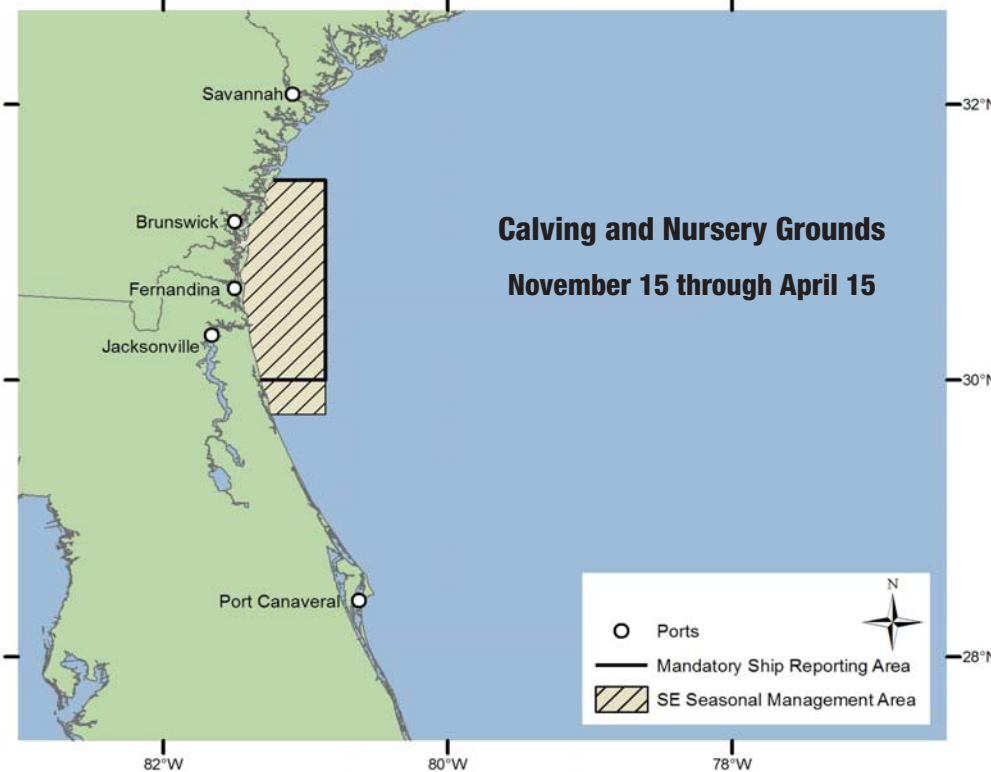
<http://rightwhalessouth.nmfs.noaa.gov>

*Right Whale Ship Strike Reduction Rule  
 expires on December 9, 2013*

## Mid-Atlantic U.S. Seasonal Management Areas



## Southeast U.S. Seasonal Management Area



The rule does not apply to waters inshore of COLREGS lines.

**Voluntary Dynamic Management Areas (DMAs)** may also be established by NOAA Fisheries Service. Mariners are encouraged to avoid these areas or reduce speeds to 10 knots or less while transiting through these areas. NOAA Fisheries Service will announce DMAs to mariners through its customary maritime communication media.

This serves as NOAA's small entity compliance guide.

OMB Control #0648-0580

U.S. Department of Commerce | National Oceanic and Atmospheric Administration | National Marine Fisheries Service

**SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS**

DE ConocoPhillips Facility Marcus Hook Dredging 03 Dec, 2008 DREDGE CHARLESTON Ref. LNM 49/08.  
MD Approaches to Baltimore Hbr./Duck Creek/Deep Creek Dredging 12 Jun until completed Ref. LNM 26/08.  
MD Craighill Channel/Cut Off Angle Dredging 15 Jan to 01 Mar, 2009 Great Lakes Dredging Clamshell DREDGES GL 54 and GL 55 Ref. LNM 02/09  
MD Baltimore Harbor/Shallow Creek Dredging 20 Jan to 15 Feb, 2009 DREDGE DIGGER BARGE 1 Ref. LNM 03/09.  
VA James River/Richmond Deepwater Terminal Dredging 29 Dec to 25 Jan, 2009 DREDGE LEXINGTON Ref. LNM 53/08.  
VA Hampton Roads/ Newport News Middle Ground Underwater construction Until completed WEEKS BARGES 271 & 96 Ref LNM 03/09  
VA James River/City Point, Hopewell Dredging 05 Jan to 05 Feb, 2009 DREDGE JEKYLL ISLAND Ref. LNM 53/08.  
VA Thimble Shoal Channel/Chesapeake Bay Bridge Tunnel rock groin replacement until completed SKANSKA INC Ref. LNM 45/08.  
VA Nansemond River Obstruction removal Ref. LNM 49/08.  
VA Rudee Inlet Dredging Dredge RUDEE operates 24/7 weather permitting.  
VA Elizabeth River/Norfolk Marine Terminal Wharf extension Jan 12, 2007 for approx 18 months SKANSKA Southwest, Inc Ref. LNM 03/07.  
NC Cape Fear River/Baldhead Shoal Channel Dredging 10 Jan to 08 Feb, 2009 DREDGE PADRE ISLAND Ref. LNM 02/09  
NC Lockwoods Folly/Lockwoods River Dredging 19 Jan to 25 Feb, 2009 DREDGE WILKO Ref. LNM 02/09.  
NC Hammocks Beach State Park/Cows Creek Dredging 24 Jan to 31 Mar, 2009 DREDGE GAIL RENE A Ref. LNM 02/09  
NC Hatteras Inlet/Hatteras Ferry Channel Dredging 02 Jan to 31 Jan, 2009 DREDGE MARION Ref. LNM 01/09.  
NC Cape Fear River/Wilmington Terminal Pier repair Dec 2008 to April 2010 Ref. LNM 49/08.  
NC Cape Fear River/Wilmington Harbor Anchorage Basin Dredging 22 Sep to 31 Jan, 2009 DREDGE EAGLE ISLAND Ref. LNM 39/08.  
NC AIWW/Ocean Isle Beach Dredging 14 Nov to 15 Apr, 2009 DREDGE CAPT LEO Ref. LNM 46/08.

## **SUMMARY OF REPORTED HAZARDS TO NAVIGATION/ SHOALING**

### **PA - UPPER DELAWARE RIVER – WILMINGTON TO PHILADELPHIA - MANTUA CREEK ANCHORAGE - HAZARD TO NAVIGATION**

A 2" towing cable has been reported fouling the Mantua Creek Anchorage at approximate position 39-52.157N, 075-12.497W. Chart: 12312. Ref. LNM 53/08.

### **NJ – BARNEGAT BAY – SHOALING**

A shoaling area consisting of crushed clam shells has been reported near Goodluck Point in Barnegat Bay at approximate position 39-55.500N, 074-06.109W. Chart: 12324 Ref. LNM 53/08.

### **NJ/DE DELAWARE BAY AND RIVER – SMYRNA RIVER TO WILMINGTON – LOST ANCHOR AND CHAIN – HAZARD TO NAVIGATION**

A lost anchor and chain has been reported in Anchorage 6 in approximate position 39-42.55N, 075-30.18W. Mariners are advised to avoid anchoring in the northern end of Deepwater Point Anchorage until further notice. Chart: 12311. Ref. LNM 52/08

### **NJ – LITTLE EGG HARBOR TO CAPE MAY –NJICW - SHOALING**

Shoaling to a depth of 02 feet MLW has been reported in the vicinity of New Jersey Intracoastal Waterway Junction Light LB (LLNR 35420). Chart: 12316. Ref. LNM 51/08.

### **NJ – NJICW – Atlantic City to Cape May SHOALING (chart: 12316) Shoaling at NJICW Daybeacon 469 (LLNR 36690). Ref. LNM 23/08.**

### **NJ – NJICW – Atlantic City to Cape May SHOALING (chart: 12316) Shoaling to a depth of 1.0 foot MLLW has been reported between NJICW Light 262 (LLNR 36005) and NJICW Daybeacon 266 (LLNR 36020). Ref. LNM 19/08.**

### **NJ - NJICW SHOALING NJICW Daybeacon 156 (LLNR 35360) Shoaling to less than 3ft MLLW (chart 12316) Ref. LNM 16/08.**

### **MD TANGIER SOUND – NORTHERN PART – ST. PETERS CREEK – SHOALING**

Shoaling into the channel to a depth of less than 01 foot MLW has been reported in the vicinity of St. Peters Creek Channel Light 3 (LLNR 23445). Chart :12231 Ref. LNM 51/08

### **MD – POCOMOKE AND TANGIER SOUNDS – STARLING CREEK – SHOALING**

Shoaling into the channel to a depth of less than 03 feet MLW has been reported in the vicinity of Starling Creek Channel Light 4 (LLNR 22470). Chart: 12228 Ref. LNM 51/08.

### **MD – HONGA – NANTICOKE – WICOMICO RIVERS AND FISHING BAY –FARM CREEK – SHOALING**

Shoaling to a depth of less than 03 feet MLW has been reported in the center of the channel between Farm Creek Channel Light 1 (LLNR 24425) and Farm Creek Channel Light 5 (LLNR 24440), Chart: 12261 Ref. LNM 51/08.

### **MD Tangier Sound (northern part) Big Thorofare Channel/Big Thorofare West Shoaling To a depth of 2.0 feet MLLW between Big Thorofare Channel Daybeacon 2 (LLNR 23020) and Big Thorofare Channel Daybeacon 4 (LLNR 23030) to a depth of 2.0 feet MLLW adjacent to Big Thorofare West Light 9 (LLNR 23235). Ref. LNM 50/08.**

### **MD Nanticoke River SHOALING To a depth of 2.0 feet MLLW in vicinity of Nanticoke River Light 6 (LLNR 23980) (chart 12261) Ref. LNM 50/08.**

### **MD – Cove Point to Sandy Point/ Flag Harbor SHOALING Between Flag Harbor Entrance Light 1 (LLNR 7671) and Flag Harbor Entrance Light 2 (LLNR 7672) to a depth of 4.0 feet. (chart 12263) Ref. LNM 50/08**

### **MD – Susquehanna River SHOALING (chart: 12274) Approximately 20 yards NE of Susquehanna River Channel LB 11 (LLNR 27645) to a minimum depth of 10.5 feet MLLW. Ref. LNM 26/08**

### **VA – HAMPTON ROADS –NEWPORT NEWS MIDDLE GROUND - SHOALING**

The Coast Guard has received a report of shoaling to an approximate depth of 11 feet at the Newport News Middle Ground – Fairway for Shallow Draft Vessels and Tows in the vicinity of 36-57.11N, 076-23.47W. Chart: 12245. Ref. LNM 53/08.

### **VA – CHESAPEAKE BAY – YORK RIVER – LOST ANCHOR AND CHAIN – HAZARD TO NAVIGATION**

A 1000lb anchor and 15 feet of anchor chain were lost in the York River in the approximate position of 37-14.507N / 076-26.586W. Chart: 12243 Ref. LNM 52/08.

### **VA Little Wicomico river SHOALING Vicinity of Little Wicomico Light 4 (LLNR 16355) and across the outbound channel at Light 5 (LLNR 16360). Ref. LNM 40/08**

### **VA – Chesapeake Bay Broad Creek SHOALING (chart 12235) Shoaling to a depth of 4.5 ft MLLW has been reported in Broad Creek in the vicinity of Broad Creek Daybeacon 2 (LLNR 14970). Ref. LNM 20/08.**

### **VA – Sand Shoal Inlet SHOALING (chart 12224) Shoaling between Sand Shoal Inlet Buoy 5 (LLNR 6980) and Sand Shoal Inlet Lighted Buoy 6 (LLNR 6985) Ref. LNM 20/08.**

### **VA – Rappahannock River/Greenvale Creek SHOALING (chart 12237) Shoaling to a depth of 1.2ft MLLW between Greenvale Creek Channel Daybeacon 6 (LLNR 15315) and Greenvale Creek Channel Daybeacon 8 (LLNR 15320).**

### **VA – Virginia Inside Passage SHOALING (chart 12210) Severe shoaling at VIP DBN 184 (LLNR 6220), VIP DBN AA (LLNR 5520), VIP DBN 169 (LLNR 6180), VIP DBN 107 (LLNR 5950) REF. LNM 43/06, 16/07.**

### **VA – Milford Haven SHOALING (chart: 12235) Milford Haven East Channel has experienced shoaling to a depth of 3.0 ft MLLW in the vicinity of Milford Haven East Channel Light 6 (LLNR 14593) extending into the channel. Ref. LNM 26/07**

### **VA – Chincoteague Inlet SHOALING (Chart 12211/12210) Between Chincoteague Inlet Buoys 9 (LLNR 5307) and 10A (LLNR 5313) Ref. LNM 47/08**

### **NC -Cape Hatteras – Hatteras Inlet SHOALING (Chart: 11555) Shoaling to a depth of 3.8 feet MLLW has been reported in the vicinity of South Ferry Terminal Lighted Buoy 1SF (LLNR 28699.1) Ref. LNM 19/08./ Shoaling to a depth of 2.0 feet MLLW between Hatteras Inlet Buoy 12 (LLNR 28732) and Hatteras Inlet Buoy 113A (LLNR 28736) Ref. LNM 50/08/**

### **NC – New River SHOALING (chart 11555) Shoaling between New River Buoy 16A (LLNR 29752) and New River Buoy 16B (LLNR 29753)./Shoaling to a depth of 1.9 ft MLLW Cedar Bush Cut between New River Inlet Buoy 10B (LLNR 29723) and New River Inlet Buoy 11 (LLNR 29725) Ref. LNM 38/08.**

### **NC – Shallotte Inlet SHOALING (chart 11534) Shoaling to a depth of 01ft MLLW 100yards west of Cape Fear River-Little River Daybeacon 75 (LLNR 40320) Ref. LNM 50/07; Mid channel 0.5 ft MLW at Cape Fear River-Little River Daybeacon 80A (LLNR 40337) Ref. LNM 32/08**

### **NC – Ocracoke Inlet/ Northern Core Sound/Big Foot Slough Channel SHOALING (chart 11550) ACOE survey reports**

- shoaling to a depth of 3ft MLLW at Big Foot Slough Channel Daybeacon 10B (LLNR 29070) and extending into the channel. Ref. LNM 05/08.
- NC – Beaufort Inlet and Southern Core Sound SHOALING (chart 11541) SHOALING Shoaling to a depth of 2.0 feet MLLW has been reported in the vicinity of Core Sound Light 31 (LLNR 34580) Ref. LNM 12/08./ Shoaling in Beaufort Inlet vicinity of Beaufort Inlet Channel Light 16 (LLNR 29385) Ref. LNM 50/08.
- NC - Frying Pan Shoals SHOALING (chart: 11537) A NOAA survey of Northwestern Frying Pan Shoals indicates a 07.0ft MLLW shoal at position 33-48-07.337N, 077-58-23.405W. REF. LNM 20/08.
- NC – AIWW – Albemarle Sound/Alligator River HAZARD TO NAVIGATION (chart 11553) uncharted obstruction in the Alligator River at position 35-56-28.2N, 075-59-30.0W, approximately 500 yards/225 degree True from Alligator River Light 7 (LLNR 37845). Ref. LNM 20/08.
- NC – Bogue Sound SHOALING (chart 11541) Shoaling to a depth of 0.1 ft MLLW vicinity of Bogue Sound Buoy 45A (LLNR 39050) Re. LNM 22/08.
- NC – Raleigh Bay/Hatteras Inlet SHOALING (chart: 11550) Shoaling in the vicinity of Hatteras Inlet Buoy 12 (LLNR 28732) and Hatteras Inlet Lighted Buoy 13 (LLNR 28735.2) to a depth of 3.5 feet MLLW Ref. LNM 24/08.
- NC – AIWW - NEW RIVER – CAPE FEAR RIVER – DREDGE PIPE CROSSING CHANNEL  
Mariners are advised that two (02) submerged dredge pipelines crossing the AIWW have been temporarily established. One crossing at New River Cape Fear River Light 100 (LLNR 39550) and at New River Cape Fear River Buoy 99A (LLNR 39548). Both crossings are marked by signs on pilings at each end of the underwater crossings. Chart: 11541. Ref. LNM 52/08.
- NC – BOGUE INLET - SHOALING  
Shoaling to a depth of 01 foot MLW has been reported in the vicinity of Bogue Inlet Buoy 8 (LLNR29535). The shoal extends approximately 30 feet into the channel in the direction of Bogue Inlet Buoy 6 (LLNR 29520). Chart: 11541. Ref. LNM 53/08.